



GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

Report by the Railway Board
ON
INDIAN RAILWAYS
FOR
1934—35

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)



Books and Technical Papers published by the Railway Board.

BOOKS:

- (1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 4-14-0 or 8s. Volume II, Rs. 5-12-0 or 9s. 6d. [1933—34.]
- (2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-2-0 or 3s.
- (3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennial Price Rs. 6-0-0 or 9s. 9d.
- (4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 (corrected upto 1st July 1933).
- (5) Pocket edition of the Schedules of Dimensions for the 5' 6" gauge (revised, 1929), price Rs. 1 each, 3' 3 3/8" gauge (revised, 1930), price Rs. 1 each 2' 6" gauge (revised and reprinted edition, 1930), price annas 5 each, and 2' 0" gauge, 1929 price Rs. 1 each.

TECHNICAL PAPERS.

- (6) Over 279 papers have been published by the Technical Section of the Railway Board's office. The papers comprise:—
- (a) Original descriptions of railway works and studies of railway problems in India and elsewhere.
- (b) Reprints of articles from foreign engineering magazines.
- (c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained gratis from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla New Delhi. A few of the more important Technical papers are mentioned below:—

Technical Paper.	Name.	Author.
No. 72 The design of well foundations for bridges	(Compiled)	
.. 148 Statistics of Railway working expenses	G. DEUTCHERS.	
.. 153 River training and control on the guide bank system	F. J. F. SPRING.	
.. 215 The Harkness Bridge over the Lower Ganges at Sara	Sir ROBERT GALES.	
.. 219 Technical education in relation to railways in America	H. L. COLE.	
.. 232 The Central Control system for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.	
.. 242 Railway Statistics and the operating Officer	Major F. R. LUDDEN.	
.. 243 How to judge the prospects of new railways	Lieut. L. R. HOPKINS.	
.. 244 Slopes, spurs and the effect of the new P. 100000 Axle loads	A. F. HARVEY.	
.. 245 Report of the Indian Railway Bridge Committee on track structure.		
.. 247 1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.		
.. 249 Operating Statistics and the District Officer	Major F. R. LUDDEN.	
.. 250 Axle-loads, Wheel Diameter and railhead dimensions.		
.. 251 A. R. R. and maintenance of Way Association's Impact tests on railway Bridges. (Reprintable)		
.. Description of the planning, Program, Cost and Figure Report, Schedule System introduced on the G. I. P. Railway Local Shop at Feroz	F. G. & MARTIN.	
.. 256 Notes on the preparation of railway projects	H. L. GLASS.	
.. 259 The estimation of Passenger earnings on new projects	A. LINES.	
.. 261 Tube walls on the N. W. Railway, 1925-27	J. WARDON.	
.. 262 Notes on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.	
.. 263 Note on composite Index numbers of Indian Railways	W. G. BARNETT.	
.. 264 Memorandum on Traffic Surveys	R. N. NICOLLS.	
.. 266 Principles of the Absolute Block System, 1929	L. H. KIRKNESS.	
.. 267 Flood-Lighting, 1929	H. J. MULLENBUX.	
.. 271 Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.	
.. 272 The Stereographic Survey of the Shikargam	Major KENNETH MASON. (Reprint).	
.. 273 A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.	
.. 275 An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	Major WAGSTAFF.	
.. 276 Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.	
.. 277 Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.	
.. 278 Notes on Tube Railway Construction	H. G. SALMOND.	
.. 279 Report on Track Practice on American and Canadian Railways	A. F. HARVEY.	
.. 280 The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.	

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL
SUMMARIES.

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100) Col. 3	CHARGES AGAINST NET REVENUE RECEIPTS			NET GAIN OR LOSS TO GOVT. [DIFFERENCE BETWEEN COLUMNS (4) AND (8)]		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100) Col. 3.
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	1933-34	5,01,61,83	14,13,37	2.82	..	20,44,64	20,44,64	..	6,31,27	-1.26
	1934-35	5,00,74,66	15,73,71	3.14	..	19,95,09	19,95,09	..	4,21,38	-0.84
2. State Lines worked by Companies or by Indian States	1933-34	2,90,13,84	10,62,45	3.66	56,65	11,97,03	12,53,68	..	1,91,23	-0.66
	1934-35	2,91,44,58	11,22,51	3.85	61,12	11,70,37	12,31,49	..	1,08,98	-0.37
3. Miscellaneous items	1933-34	3,30,60	..	..	..	16,30	16,30	..	16,30	-4.93
	1934-35	3,10,31	..	..	..	14,60	14,60	..	14,60	-4.70
4. Total Central	1933-34	7,95,06,27	24,75,82	3.11	56,65	32,57,97	33,14,62	..	(a) 8,38,80	-1.06
	1934-35	7,95,29,55	26,96,22	3.39	61,12	31,80,06	32,41,18	..	(a) 5,44,96	-0.69
Provincial.										
5. Total Provincial	1933-34	14,61	..	..	..	53	53	..	53	-3.63
	1934-35	14,61	..	..	..	51	51	..	51	-3.55
6. GRAND TOTAL	1933-34	7,95,20,88	24,75,82	3.11	56,65	32,58,50	33,15,15	..	8,39,33	-1.06
	1934-35	7,95,44,16	26,96,22	3.39	61,12	31,80,57	32,41,69	..	5,45,47	-0.69

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also footnote * under Statement 1 on page 23.

[For details, see Statement 2 (a), pages 24-27.]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1934 and 1935.

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1934.	31st March 1935.	31st March 1934.	31st March 1935.	31st March 1934. (Cols. 2+4.)	31st March 1935. (Cols. 3+5.)
	2	3	4	5	6	7
1						
1. Liabilities incurred in the purchase of railways :—						
(a) During the year . . .	..	..	..	..	..	..
(b) To end of the year . . .	1,20,39,51	1,20,39,51	49,00,02	49,00,02	1,69,39,53	1,69,39,53
2. Capital outlay during the financial year from funds provided by the State :—						
(a) Works . . .	1,10,86	97,65	66,53	1,00,29	1,77,39	1,97,94
(b) Rolling-stock . . .	—2,01,51	—1,07,45	18,72	38,70	—1,82,79	—68,75
(c) General charges . . .	5,46	2,32	2,51	—17,80	7,97	—15,48
(d) Stores, etc., not finally charged off in the accounts.	—1,42,79	—70,70	—65,23	—8,88	—2,08,02	—88,53
(e) Total . . .	—2,27,98	—87,18	22,53	1,12,31	—2,05,45	25,13
3. Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—						
(a) Works . . .	2,61,10,98	2,62,35,26	1,62,52,14	1,63,45,50	4,23,93,12	4,25,80,76
(b) Rolling-stock . . .	98,55,73	97,48,28	66,41,35	66,80,05	1,64,97,08	1,64,28,33
(c) General charges . . .	14,48,57	14,54,28	12,00,43	11,87,63	26,49,00	26,41,91
(d) Stores, etc., not finally charged off in the accounts.	6,77,04	5,97,33	3,65,11	3,56,30	10,42,15	9,53,63
(e) Total . . .	3,81,22,32	3,80,35,15	2,44,59,03	2,45,69,48	6,25,81,35	6,26,04,63
4. Total Capital at Charge at the end of the financial year [Items 1(b) plus 3 (e)].	5,01,61,83	5,00,74,66	2,93,59,05	2,94,69,50	7,95,20,88	7,95,44,10

II-B.—Summary of Capital Outlay to the end of the years 1933-34

Classification.	Year.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	1933-34 .	Nil	1	Nil	—11	—10
	1934-35 .	—56	3	57	—29	—25
(b) Worked by the main line	1933-34 .	28	Nil	Nil	Nil	28
	1934-35 .	1,14	Nil	Nil	Nil	1,14
2. Branch line Companies' Railways under rebate terms worked by the main line.	1933-34 .	1,22	12	21	Nil	1,55
	1934-35 .	3,02	71	—3	Nil	3,70
3. Branch line Companies' Railways under guarantee and rebate terms.	1933-34 .	5	Nil	Nil	Nil	5
	1934-35 .	22	—8	Nil	Nil	14
4. Companies' lines subsidized by the Government of India.	1933-34 .	6,83	20	—3	—1,02	6,68
	1934-35 .	—4,85	4,98	9,59	—72	9,00
5. Companies' lines subsidized by Local Governments.	1933-34 .	20	Nil	13	20	53
	1934-35 .	50	Nil	Nil	3	53
6. Unassisted Companies' lines	1933-34 .	Nil	8	Nil	4	4
	1934-35 .	Nil	15	Nil	—1	14
7. District Board lines	1933-34 .	5	—1	Nil	Nil	4
	1934-35 .	—66	—15	—5	Nil	—86
8. Companies' lines subsidized by District Boards.	1933-34 .	1,63	Nil	Nil	—13	1,20
	1934-35 .	53	7	3	—8	55
9. Indian State lines worked by Indian States	1933-34 .	1,55,45	38,10	11,28	—7,93	1,96,90
	1934-35 .	79,73	28,98	3,52	—0,16	1,03,07
10. Indian State lines worked by the main line	1933-34 .	14,91	19	1,73	—52	16,31
	1934-35 .	1,21	—18,10	23	—17	—16,82
11. Companies' lines guaranteed by Indian States	1933-34 .	1	32	Nil	Nil	33
	1934-35 .	Nil	2	Nil	Nil	2
12. Lines in Foreign territory worked by British Indian Railway Companies.	1933-34 .	1,78	Nil	Nil	Nil	1,78
	1934-35 .	4,75	Nil	Nil	Nil	4,75
13. TOTAL	1933-34 .	1,82,41	39,71	13,32	—9,85	2,25,59
	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01
14. Miscellaneous	1933-34 .	Nil	Nil	Nil	Nil	Nil
	1934-35 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL	1933-34 .	1,82,41	39,71	13,32	—9,85	2,25,59
	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01

[For details, see Statement 2 (b), pages 28—39].

and 1934-35 of other than State-owned Railways. (In thousands of rupees.)

§ TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
93,09	21,29	8,75	1,82	1,24,95	1. Branch line Companies' Railways under Guarantee Terms— (a) Worked by the branch line company.
92,54	21,33	9,31	1,52	1,24,70	
80,86	1,17	7,71	Nil	89,74	(b) Worked by the main line.
82,00	1,17	7,71	Nil	90,88	
6,14,29	56,23	80,58	Nil	7,51,10	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,18,34	56,92	79,52	Nil	7,54,78	
1,76,92	3,04	9,56	2,00	1,91,52	3. Branch line Companies' Railways under guarantee and rebate terms.
1,77,14	2,96	9,56	2,00	1,91,66	
*12,48,79	3,97,91	1,11,00	13,70	17,71,40	4. Companies' lines subsidized by the Government of India.
*12,42,18	4,02,89	1,22,35	12,98	17,80,40	
1,06,14	72,38	21,08	4,07	2,03,67	5. Companies' lines subsidized by Local Governments.
1,06,64	72,38	21,08	4,10	2,04,20	
33,33	7,56	32	24	41,45	6. Unassisted Companies' lines.
51,52	12,74	2,48	23	66,97	
71,56	7,01	6,53	Nil	85,10	7. District Board lines.
70,90	6,86	6,48	Nil	84,24	
1,04,16	39,39	2,53	1,62	1,47,70	8. Companies' lines subsidized by District Boards.
1,04,69	39,46	2,57	1,54	1,48,26	
28,03,80	9,01,44	1,77,12	81,23	39,63,59	9. Indian State lines worked by Indian States.
28,55,48	9,30,42	1,88,40	72,04	40,46,34	
10,83,71	1,19,44	82,12	5,98	12,91,25	10. Indian State lines worked by the main line.
10,64,87	96,22	80,18	5,81	12,47,08	
8,43	5,92	1,76	Nil	16,11	11. Companies lines guaranteed by Indian States.
8,43	5,94	1,76	Nil	16,13	
†2,32,40	Nil	1,50	Nil	2,33,90	12. Lines in Foreign territory worked by British Indian Railway Companies.
†2,37,15	Nil	1,50	Nil	2,38,65	
66,57,48	16,32,78	5,10,56	1,10,66	89,11,48	13. TOTAL.
67,11,88	16,40,29	5,32,90	1,00,22	89,94,29	
8,23	Nil	64	Nil	8,87	14. Miscellaneous.
8,23	Nil	64	Nil	8,87	
66,55,71	16,32,78	5,11,20	1,10,66	89,20,35	15. GRAND TOTAL.
67,20,11	16,40,29	5,33,54	1,00,22	90,03,16	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,20,90 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year plus those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35.

Particulars.	CENTRAL.								Total Provincial.		Grand Total	
	Statelines worked by the State.		Statelines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . . £	3,606,713	3,606,880	899,366	899,366	..	..	4,506,079	4,506,246	..	..	4,506,079	4,506,246
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	420,000	420,000	..	..	420,000	420,000	..	..	420,000	420,000
(b) On debenture and debenture stock £	..	..	542,517	502,083	..	..	542,517	502,083	..	..	542,517	502,083
3. TOTAL . . . £	..	..	962,517	922,083	..	..	962,517	922,083	..	..	962,517	922,083
4. GRAND TOTAL . . . £	3,606,713	3,606,880	1,861,883	1,821,449	..	..	5,468,596	5,428,329	..	..	5,468,596	5,428,329
5. Converted into rupees at average rate of exchange . . . (In thousands of rupees)	4,80,34	4,79,50	2,48,65	2,43,27	(a)—31	(a)—73	7,28,63	7,22,04	..	..	7,28,63	7,22,04
6. Interest on capital outlay provided by Government . . . (In thousands of rupees).	15,64,26	15,15,55	9,40,88	9,19,60	16,61	15,33	25,21,75	21,50,48	53	51	25,22,28	21,50,48
7. Interest on rupee debt (In thousands of rupees).	4	4	7,50	7,50	..	..	7,54	7,54	..	..	7,54	7,54
8. GRAND TOTAL . . . (In thousands of rupees).	20,44,64	19,95,09	11,97,03	11,70,37	16,30	14,60	32,57,97	31,80,06	53	51	32,58,50	31,80,57

(a) Represents exchange charges.

[For details, see Statement No. 3, pages 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35.

[In thousands of rupees.]

Class of Railways.	Year.	GROSS REVENUE RECEIPTS.			WORKING EXPENSES.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	1933-34 1934-35	55,19,69 56,83,22	—23,73 10,61	54,95,96 56,99,83	31,77,83 31,94,10	8,57,08 8,70,62	—5,63 —8,55	40,29,28 10,56,17	53,31 69,95	14,13,37 15,73,71	57.57 56.20
State Railways worked by Companies or Indian States and Miscellaneous.	1933-34 1934-35	38,23,39 39,46,79	—24,90 —8,09	37,98,49 39,38,70	20,47,88 21,08,21	4,99,40 5,01,15	—10,80 —21	25,36,48 26,09,15	1,99,56 2,07,04	10,62,45 11,22,51	53.56 53.42
Total .	1933-34 1934-35	93,43,08 96,30,01	—48,63 8,52	92,94,45 96,38,53	52,25,71 53,02,31	13,56,48 13,71,77	—16,43 —8,76	65,65,76 66,65,32	2,52,87 2,76,99	24,75,82 26,96,22	55.93 55.06

NOTE.—Figures for 1933-34 have been recast according to current procedure.

[For details, see Statement 5, pages 43-47.]

V.—Summary of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses of Railways for the years 1933-34 and 1934-35.

[In thousands of rupees.]

Classification.	Year.	For the system i.e. both State-owned and other than State-owned portions					
		† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\frac{\text{Col. 5} \times 100}{\text{Col. 4}}$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
By classes of railways.							
Class I Railways	1933-34 1934-35	8,46,80,84 8,47,34,07	96,35,48 99,12,74	61,31,16 65,93,97	32,04,32 33,18,77	66.74 66.52	3.78 3.92
Class II Railways	1933-34 1934-35	26,80,46 27,06,85	3,16,42 3,11,84	1,99,20 1,93,39	1,17,22 1,18,45	62.95 62.02	4.37 4.38
Class III Railways	1933-34 1934-35	5,50,58 5,08,94	47,59 57,31	36,21 42,87	11,38 14,44	76.09 74.80	2.04 2.41
Other items not included in the preceding heads	1933-34 1934-35	5,29,35 5,07,46	—41,84 —82	2,87,58 2,30,58	—3,29,42 —3,30,95	— —	— —
By Ownership							
Total State Railways	1933-34 1934-35	7,89,91,53 7,90,36,70	88,71,95 91,46,29	60,34,51 61,98,54	28,37,44 29,47,75	68.02 67.77	3.59 3.73
Other items not included in the preceding heads.	1933-34 1934-35	5,29,35 5,07,46	—41,84 —82	2,87,58 2,30,13	—3,29,42 —2,30,95	— —	— —
Total other Railways	1933-34 1934-35	89,11,48 89,94,29	11,27,09 11,35,18	6,31,62 6,31,23	4,95,47 5,03,95	66.04 55.61	6.56 5.60
Miscellaneous	1933-34 1934-35	(a) 8,87 (a) 8,87	45 42	44 46	1 —4	— —	— —
GRAND TOTAL	1933-34 1934-35	8,84,41,23 8,85,47,32	99,57,65 1,02,81,07	69,54,15 70,60,36	30,03,50 32,20,71	69.84 68.67	3.40 3.64

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(a) See details at the foot of Statement 2 (b) for the year concerned.

**VI.—Summary of ^{Capital at Charge*}
Capital outlay†, Revenue Earnings and Expenses and Mileage of Railways
classified according to methods of working for the years 1933-34 and 1934-35.**

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees.				REMARKS.
			Total capital at charge.	Gross earnings. §	Working expenses. §	Net earnings.	
			Capital Outlay.				
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State	1933-34	17,677.84	††4,99,64.47	51,05.78	39,63.07	14,42.71	
	1934-35	17,085.24	4,98,78.90	55,62.40	40,01.31	15,61.09	
2. State lines worked by ||companies	1933-34	13,998.73	††2,90,27.06	34,66.17	20,71.44	13,94.73	
	1934-35	13,982.88	2,91,57.80	35,83.89	21,07.23	13,86.66	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	1933-34	177.93	1,21.95	7.26	6.31	95	
	1934-35	177.93	1,24.70	6.61	5.93	68	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	1933-34	114.65	89.74	10.17	5.13	5.04	
	1934-35	114.65	90.88	9.09	5.04	4.95	
5. Branch line companies' railways under Rebate terms, worked by the main line.	1933-34	1,126.73	7,51.10	84.10	45.28	38.82	
	1934-35	1,131.69	7,51.78	89.51	44.09	36.42	
6. Branch line companies' railways under Guarantee and rebate terms.	1933-34	166.60	1,91.52	11.90	6.47	5.43	
	1934-35	166.60	1,91.66	11.63	6.00	5.63	
7. Companies' lines subsidized by the Government of India.	1933-34	2,032.16	17,71.40	2,71.31	1,26.16	1,45.15	
	1934-35	2,032.30	17,80.40	2,70.61	1,28.08	1,42.53	
8. Companies' lines subsidized by Local Governments.	1933-34	137.09	2,03.67	32.93	20.32	11.71	
	1934-35	137.09	2,04.20	32.65	20.92	11.73	
9. Unassisted companies' lines	1933-34	107.95	41.15	3.17	2.64	53	
	1934-35	104.25	66.97	3.88	3.32	56	
10. District Board lines	1933-34	136.43	85.10	17.13	8.71	8.42	
	1934-35	136.43	84.24	14.89	7.83	7.06	
11. Companies' lines subsidized by Dis- trict Boards.	1933-34	273.62	1,17.70	29.54	20.62	8.92	
	1934-35	273.62	1,48.26	30.71	20.62	10.09	
12. Indian State lines worked by Indian States.	1933-34	5,213.55	39,63.59	4,85.89	2,90.23	1,95.66	
	1934-35	5,284.51	40,46.34	5,01.24	2,92.05	2,12.19	
13. Indian State lines worked by the main line.	1933-34	1,658.77	12,91.25	1,40.80	80.18	60.62	
	1934-35	1,602.25	12,47.08	1,40.67	80.81	59.86	
14. Companies' lines guaranteed by Indian States	1933-34	38.63	16.11	1.17	89	28	
	1934-35	38.63	16.13	1.11	1.00	11	
15. Lines in foreign territory worked by British Indian railway com- panies	1933-34	73.54	2,33.90	32.62	18.68	13.94	
	1934-35	73.54	2,38.65	27.68	15.54	12.14	
16. Miscellaneous	1933-34	19.12	(a) 8.87	45	44	1	
	1934-35	19.12	(a) 8.87	42	46	—1	
17. Other items not included in the preceding heads.	1933-34	..	5,29.35	—41.84	2,87.58	—3,29.42	
	1934-35	..	5,07.46	—82	2,30.13	—2,30.95	
18 TOTAL	1933-34	42,953.31	8,84,41.23	99,57.65	69,54.15	30,03.50	
	1934-35	43,020.63	8,85,47.32	1,02,81.07	70,60.36	32,20.71	

(a) See details at the foot of Statement 2 (b) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

† On open line and on lines wholly or partly under construction (including ferries and suspension).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

|| Include State lines worked by Indian States.

†† Revised figures.

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1935.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1935.			TRACK MILEAGE OPEN ON THE 31st MARCH 1935.			Route mileage opened during the financial year 1934-35.	ROUTE MILEAGE AUTHO- RISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1935.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under con- struction
1	2	3	4	5	6	7	8	9	10
I. (a) Class I Railways—									
5' 6" gauge	17,781·70	3,417·75	21,199·45	24,872·95	7,447·56	32,320·51	0·30	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	14,608·08	267·53	14,874·51	15,157·59	3,241·53	18,399·12	<i>Nil</i>	5·40	79·99
2' 6" and 2' 0" gauges	2,220·47	<i>Nil</i>	2,220·47	2,220·47	250·33	2,470·80	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Total	34,609·15	3,685·28	38,294·43	42,251·01	10,939·42	53,190·43	0·30	5·40	79·99
(b) Class II Railways—									
3' 3½" gauge	2,610·62	<i>Nil</i>	2,610·62	2,610·62	390·41	3,001·03	70·79	<i>Nil</i>	45·64
2' 6" and 2' 0" gauges	926·11	<i>Nil</i>	926·11	926·11	112·29	1,038·40	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Total	3,536·73	<i>Nil</i>	3,536·73	3,536·73	502·70	4,039·43	70·79	<i>Nil</i>	45·64
(c) Class III Railways—									
3' 3½" gauge	173·68	<i>Nil</i>	173·68	173·68	26·76	200·44	<i>Nil</i>	<i>Nil</i>	13·11
2' 6" and 2' 0" gauges	1,015·79	<i>Nil</i>	1,015·79	1,017·20	102·26	1,119·46	<i>Nil</i>	0·68	<i>Nil</i>
Total	1,189·47	<i>Nil</i>	1,189·47	1,190·88	129·02	1,319·90	<i>Nil</i>	0·68	13·11
II. (a) Total State-owned Railways—									
5' 6" gauge	15,727·26	3,417·75	19,145·01	22,818·51	7,159·36	29,977·87	0·30	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	10,652·30	249·71	10,902·01	11,167·27	2,543·51	13,710·78	<i>Nil</i>	5·40	64·11
2' 6" and 2' 0" gauges	1,623·11	<i>Nil</i>	1,623·11	1,623·11	201·85	1,824·96	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Total	28,002·67	3,667·46	31,670·13	35,608·89	9,904·72	45,513·61	0·30	5·40	64·11
(b) Total Other Railways—									
5' 6" gauge	2,054·44	<i>Nil</i>	2,054·44	2,054·44	288·20	2,342·64	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	6,738·08	17·82	6,756·80	6,774·62	1,115·19	7,889·81	70·79	<i>Nil</i>	74·53
2' 6" and 2' 0" gauges	2,539·26	<i>Nil</i>	2,539·26	2,540·67	263·03	2,803·70	<i>Nil</i>	0·68	<i>Nil</i>
Total	11,332·68	17·82	11,350·50	11,369·73	1,666·42	13,036·15	70·79	0·68	74·53
III. (a) Total State-managed Rlys.—									
5' 6" gauge	12,120·08	2,852·00	14,972·08	18,033·80	5,577·47	23,611·27	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	2,983·61	214·14	3,197·75	3,411·89	914·29	4,326·18	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
2' 6" and 2' 0" gauges	967·03	<i>Nil</i>	967·03	967·03	116·87	1,083·90	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
Total	16,070·72	3,066·14	19,136·86	22,412·72	6,608·63	29,021·35	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
(b) Total Other Railways—									
5' 6" gauge	5,661·62	565·75	6,227·37	6,839·15	1,870·09	8,709·24	0·30	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	14,407·67	53·39	14,461·06	14,530·00	2,744·41	17,274·41	70·79	5·40	138·64
2' 6" and 2' 0" gauges	3,195·34	<i>Nil</i>	3,195·34	3,196·75	348·01	3,544·76	<i>Nil</i>	0·68	<i>Nil</i>
Total	23,264·63	619·14	23,883·77	24,565·90	4,962·51	29,528·41	71·09	6·08	138·64
IV. Total by gauges—									
5' 6" gauge	17,781·70	3,417·75	21,199·45	24,872·95	7,447·56	32,320·51	0·30	<i>Nil</i>	<i>Nil</i>
3' 3½" gauge	17,391·28	267·53	17,658·81	17,941·89	3,658·70	21,600·59	70·79	5·40	138·64
2' 6" and 2' 0" gauges	4,162·37	<i>Nil</i>	4,162·37	4,163·78	464·88	4,628·66	<i>Nil</i>	0·68	<i>Nil</i>
GRAND TOTAL	39,335·35	3,685·28	43,020·63	46,978·62	11,571·14	58,549·76	71·09	6·08	138·64

NOTE.—Route mileage open on 31st March 1934 42,953·34

Add Route mileage opened during 1934-35 71·09

Total .. 43,024·43

Route mileage open on 31st March 1935 as shown in column 4 above 43,020·63

Difference (*vide* details below) —3·80

Net decrease on account of realignments, remeasurements, etc. —3·80

VIII.—Summary of Equipment showing

Classification.	LOCOMOTIVES.				RAIL MOTORS.		STEAM COACHES.		†ELECTRIC MOTOR COACHES.			COACHING VEHICLES.							
												EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	PASSENGER CARRIAGES.				OTHER VEHICLES INCLUDING BRAKE VANS.	Railway Service vehicles (including officers' carriages).		
			Steam.	Electric.								No. (In units.)	Seats.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
CLASS I RAILWAYS.																			
5' 6" gauge . . .	15,515 (d)	69	140,803,810	2,116,352	1	7	13	1,105	93	9,188	69	9,610	24,280	44,435	64,498	660,519	3,582	1,161	
3' 3½" gauge . . .	2,677	(a)6	40,242,945	(b)41,600	3	220	7	623	24	1,031	38	7,625	10,776	14,825	12,516	366,291	121	612	
2' 6" and 2' 0" gauges	Number. 282				Number. 6		6	222	1	16	13	885	1,104	1,449	1,815	27,171	91	45	
CLASS II RAILWAYS.																			
3' 3½" gauge . . .			282		10		..	..	..	..	..	1,005	1,394	2,426	1,167	37,967	217	70
2' 6" and 2' 0" gauges			131		5		(c)7	..	..	..	..	608	344	828	84	16,190	41	19
CLASS III RAILWAYS.																			
3' 3½" gauge . . .			21		..		..	..	..	..	..	66	36	111	78	2,817	10	4
2' 6" and 2' 0" gauges			145		17		1	..	..	..	..	579	564	446	1,444	14,173	75	13

IX.—Summary of net additions to or reductions

Classification.	LOCOMOTIVES.				RAIL MOTORS.				STEAM COACHES.		†ELECTRIC MOTOR COACHES.		COACHING VEHICLES.							
													EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.						Railway Service vehicles (including officers' carriages).	
	Total tractive effort in lbs.												PASSENGER CARRIAGES.				OTHER VEHICLES INCLUDING BRAKE VANS.			
	Steam No.	Electric No.			No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units)	No. (In units.)			
			Steam.	Electric								1st.	2nd.	Inter.	Third.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
CLASS I RAILWAYS.																				
5'6" gauge . . .	—156	..	—2,454,868	..	..	..	—1	—50	..	..	*—210	—443	—957	—648	—14,184	—86	23
3'3½" gauge . . .	—38	..	—225,822	..	..	..	..	..	..	..	*—156	—128	—51	—232	—5,607	27	—5
2'6" and 2'0" gauges	Number. —4				Number. —1				..	30	1	16	—22	—25	—47	—69	—233	—7	—2	
CLASS II RAILWAYS.																				
3'3½" gauge . . .			5		4	..	..	..	..	..	38	46	10	25	1,463	8	—1
2'6" and 2'0" gauges			2		..	..	..	..	..	..	—1	—134	—2	..	156	..	—1
CLASS III RAILWAYS.																				
3'3½" gauge . . .			3		..	..	..	..	..	..	2	—16	—22	—2	318	..	..	
2'6" and 2'0" gauges			—4		—1	..	..	..	..	..	—17	—5	—5	60	—346	—5	—8
By GAUGES.																				
5'6" gauge . . .	—156	..	—2,454,868	..	..	—1	—50	..	..	..	—210	—443	—957	—648	—14,184	—86	23
3'3½" gauge . . .	Number.																			
3'3½" gauge . . .			—30		4	..	..	..	..	..	—116	—98	—63	—209	—3,826	35	—6
2'6" and 2'0" gauges			—6		—2	..	30	1	16	..	—40	—164	—54	—9	—423	—12	—11			

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

(d) Includes 1 Engine on hire with Gakwar's Baroda State Railway.

actual stock running on 31st March 1935.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.]

GOODS WAGONS.									
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE									
COVERED WAGONS.		OPEN WAGONS, HIGH SIDED.		OPEN WAGONS, LOW SIDED.		SPECIAL WAGONS INCLUDING BRAKE VANS.	Railway Service Vehicles including inspection trolleys, travelling cranes and their dummy trucks.	Road Motors.	Classification.
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)		No.	
20	21	22	23	24	25	26		No. (In units.) 27		28	29
94,527	1,082,553	37,808	815,510	4,719	102,036	12,004	4,053	102	CLASS I RAILWAYS. 5' 6" gauge.
46,737	603,714	2,982	46,207	4,414	61,244	6,281	4,113	7	3' 3½" gauge.
Number. 3,467							131	..	2' 6" and 2' 0" gauges.
6,743							181	.	3' 3½" gauge
2,463							50	..	2' 6" and 2' 0" gauges.
407							12	..	3' 3½" gauge.
1,449							41	..	2' 6" and 2' 0" gauges

in Equipment during the year 1934-35.

[For details, see Statement 11, pages 90—91 and Statement 35, page 215.]

GOODS WAGONS.					Railway Service Vehicles including inspection trolleys, travelling cranes & their dummy trucks.	Road Motors	Classification.
EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE.							
COVERED WAGONS.		OPEN WAGONS.		SPECIAL WAGONS INCLUD- ING BRAKE VANS.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No (In units.) 24	No.	26
19	20	21	22	23		25	
672	20,270	386	12,217	—246	14	—3	CLASS I RAILWAYS. 5' 6" gauge.
—348	—2,592	—563	—863	—63	62	—1	3' 3½" gauge.
Number. —22					3	..	2' 6" and 2' 0" gauges.
329					5	..	CLASS II RAILWAYS. 3' 3½" gauge.
30					2	..	2' 6" and 2' 0" gauges.
—13					..	..	CLASS III RAILWAYS. 3' 3½" gauge.
0					5	..	2' 6" and 2' 0" gauges.
672	20,270	386	12,217	—246	14	—3	BY GAUGES. 5' 6" gauge.
Total Number.							
—658					67	—1	3' 3½" gauge.
17					10	—	2' 6" and 2' 0" gauges.

X.—Summary of Passenger and Goods Revenue

Headings. 1	CLASS I RAILWAYS.		CLASS II RAILWAYS.		CLASS III RAILWAYS.	
	1933-34. 2	1934-35. 3	1933-34. 4	1934-35. 5	1933-34. 6	1934-35. 7
1. Number of Passengers (in hundreds)—						
1st class No.	477,1	468,6	23,0	18,0	9,6	12,8
2nd class "	5,252,9	5,059,2	203,0	200,5	26,7	26,7
Inter class "	10,635,6	10,445,0	160,4	108,6	112,7	166,8
3rd class "	459,907,8	469,646,1	28,961,2	27,040,0	7,074,9	9,551,4
TOTAL (a)	476,273,7	485,618,0	29,347,6	27,377,0	7,223,8	9,747,7
2. Passenger miles (in thousands)—						
1st class Miles	79,543	80,516	973	931	213	308
2nd class "	302,841	302,313	8,212	8,364	601	620
Inter class "	501,418	500,708	4,392	3,915	1,787	2,257
3rd class "	15,500,911	16,103,590	635,367	616,012	114,122	145,067
TOTAL	16,384,713	16,987,135	648,944	620,222	116,723	148,252
3. Average miles a passenger was carried—						
1st class Miles	166.6	171.7	42.3	40.3	22.4	24.1
2nd class "	57.7	59.8	40.5	41.7	22.5	23.2
Inter class "	47.1	47.9	27.4	36.0	15.9	14.4
3rd class "	33.7	34.3	21.9	22.8	16.1	15.2
TOTAL	34.4	35.0	22.1	23.0	16.2	15.2
4. Earnings from passengers carried (in thousands of rupees)—						
1st class Rs.	74,76	75,58	1,07	1,01	25	24
2nd class "	1,37,31	1,30,68	4,24	4,15	69	65
Inter class "	1,09,69	1,10,12	1,31	1,12	54	68
3rd class "	25,29,01	25,53,59	1,26,10	1,20,39	23,98	30,76
TOTAL	(c) 28,50,76	28,75,97	1,32,72	1,26,67	25,46	32,33
5. Average rate charged per passenger per mile (in pice)—						
1st class Pice	18.0	18.0	21.1	20.8	22.5	15.0
2nd class "	8.71	8.68	9.91	9.53	22.0	20.1
Inter class "	4.20	4.22	6.73	5.40	5.50	5.78
3rd class "	3.13	3.04	3.81	3.75	4.03	4.07
TOTAL	3.34	3.25	3.93	3.86	4.19	4.19
6. Tons of goods carried (in thousands) (b)	97,649	107,347	4,344	4,581	901	1,017
7. Net ton-miles (in thousands)	18,459,656	20,090,588	221,726	234,294	25,435	26,733
8. Average miles a ton of goods was carried	189	187	51.0	51.1	28.2	26.3
9. Earnings from goods carried (in thousands of rupees).	59,82,58	62,54,81	1,58,66	1,60,57	17,30	19,16
10. Average rate charged for carrying a ton of goods one mile	6.22	5.98	13.7	13.2	13.1	13.8

(a) }
 (b) } See remarks on page 13.
 (c) }

[For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.]

Statistics for the years 1933-34 and 1934-35.

5' 6" gauge.		3' 3½" gauge.		2' 6" and 2' 0" gauges.		All Railways.		Headings.
1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	
8	9	10	11	12	13	14	15	16
345,9	339,6	141,6	142,0	22,4	18,7	420,5	405,9	1. Number of Passengers (in hundreds)—
4,130,7	3,928,3	1,252,8	1,265,0	99,1	93,1	5,050,3	4,818,0	1st class . . . No.
9,239,7	9,045,0	1,382,6	1,400,9	286,4	264,5	10,557,3	10,315,9	2nd class . . . „
289,802,2	299,187,0	183,979,9	184,765,2	22,161,8	22,294,3	473,585,0	481,051,2	Inter class. . . „
								3rd class . . . „
303,518,5	312,499,9	186,756,9	187,573,1	22,569,7	22,670,6	489,613,1	496,591,0	TOTAL (a) . . „
								2. Passenger miles (in thousands)—
66,203	67,194	13,824	13,958	702	602	80,729	81,754	Miles.
237,063	236,875	71,418	71,488	3,173	2,934	311,654	311,297	1st class . . . „
441,690	438,016	60,226	63,426	5,681	5,528	507,597	506,970	2nd class . . . „
10,495,259	11,003,854	5,357,367	5,463,791	397,774	396,943	16,250,400	16,864,588	Inter class. . . „
								3rd class . . . „
11,240,215	11,745,939	5,502,835	5,612,663	407,330	406,007	17,150,380	17,764,609	TOTAL . . .
								3. Average miles a passenger was carried—
91.4	197.6	97.6	98.3	31.3	32.2	192.0	201.4	1st class . . . Miles.
57.4	60.3	57.0	56.5	32.0	31.5	61.7	64.6	2nd class . . . „
47.8	48.4	43.6	45.3	19.8	20.9	48.1	49.1	Inter class. . . „
36.2	36.8	29.1	29.6	17.9	17.8	34.3	35.1	3rd class . . . „
37.0	37.6	29.5	29.9	18.0	17.9	35.0	35.8	TOTAL . . .
								4. Earnings from passengers carried (in thousands of rupees)—
60,95	61,77	14,12	14,21	1,00	85	76,07	76,83	1st class . . . Re.
1,04,59	1,05,06	35,19	34,21	2,46	2,21	1,42,24	1,41,48	2nd class . . . „
96,01	95,77	13,84	14,50	1,69	1,65	1,11,54	1,11,92	Inter class. . . „
16,98,83	17,16,96	8,95,60	9,05,24	84,66	82,54	26,79,09	27,04,74	3rd class . . . „
19,60,38	19,79,56	9,58,75	9,68,16	89,81	87,25	(c) 30,08,94	30,34,97	TOTAL . . .
								5. Average rate charged per passenger per mile (in pies)—
17.7	17.7	19.6	19.5	27.4	27.1	18.1	18.0	1st class . . . Pies.
8.47	8.52	9.46	9.19	14.9	14.5	8.76	8.73	2nd class. . . „
4.17	4.20	4.41	4.39	5.71	5.73	4.22	4.24	Inter class. . . „
3.11	3.00	3.21	3.18	4.09	3.99	3.17	3.08	3rd class . . . „
3.35	3.24	3.35	3.31	4.23	4.13	3.37	3.28	TOTAL . . .
72,034	79,288	27,578	30,379	3,282	3,278	76,513	84,503	6. Tons of goods carried (in thousands) (b)
15,065,858	16,397,375	3,506,604	3,823,592	134,355	130,648	18,706,817	20,351,615	7. Net ton-miles (in thousands)
209	207	127.2	125.9	40.9	39.9	244.5	240.8	8. Average miles a ton of goods was carried.
44,76,48	46,86,19	15,79,45	16,48,41	1,02,63	99,94	61,58,54	64,34,54	9. Earnings from goods carried (in thousands of rupees).
5.70	5.49	8.65	8.28	14.7	14.7	6.32	6.07	10. Average rate charged for carrying a ton of goods one mile. Pies.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

(c) Excludes credit of Rs. 1,94,000 received from the E. I. Railway on account of passengers carried over the Delhi—Ghaziabad section for the period April 1925 to May 1931: this amount is included in statements 5 and 6.

**XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges,
for the years 1933-34 and 1934-35.**

Class or Gauge.	Year.	NET EARNINGS.			WORKING EXPENSES.*			GROSS EARNINGS.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	1933-34	32,04,32	1.95	8,232	64,31,16	3.90	316	96,35,48	5.85	24,736	475
	1934-35	33,18,77	1.94	8,534	65,93,97	3.85	325	90,12,74	5.79	25,455	488
Class II Railways	1933-34	1,17,22	†1.61	3,313	1,99,20	†2.79	108	3,16,42	†4.43	8,941	171
	1934-35	1,18,45	1.71	3,349	1,93,39	2.79	105	3,11,84	4.50	8,815	169
§ Class III Railways	1933-34	11,38	0.55	1,026	36,21	1.75	62	47,59	2.30	4,292	82
	1934-35	14,44	0.58	1,208	42,87	1.71	69	57,31	2.29	4,795	92
					By gauges.						
5' 6" Gauge	1933-34	22,56,50	2.09	10,480	47,99,31	4.43	427	70,55,81	6.52	32,742	628
	1934-35	23,42,49	2.07	10,868	49,24,40	4.35	437	72,66,89	6.42	33,675	646
3' 3½" Gauge	1933-34	10,62,75	1.87	5,869	16,70,58	2.93	176	27,33,33	4.79	15,064	289
	1934-35	11,05,68	1.88	6,146	17,03,88	2.89	181	28,09,56	4.77	15,570	299
‡ 2' 6" and 2' 0" Gauges.	1933-34	13,67	0.18	353	1,96,68	†2.51	94	2,10,35	†2.69	5,268	101
	1934-35	3,49	0.05	94	2,01,95	2.65	94	2,05,44	2.60	4,972	95
					Total all railways.						
† TOTAL	1933-34	33,32,92	1.99	7,647	66,66,57	3.97	293	99,99,49	†5.96	22,927	440
	1934-35	34,51,66	1.98	7,911	68,30,23	3.91	300	1,02,81,89	5.89	23,535	452

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads"

‡ Revised Figures.

§ Does not include Jessore-Jhenidah Railway (2' 6" gauge), figures for which are not available.

[For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.]

XII.—Summary of Train and Engine Mileage for the years 1933-34 and 1934-35 (In thousands of miles.)

Particulars.	Year	TRAIN MILES.				SHUNTING AND OTHER ENGINE MILES.			Total engine miles. (Cols. 6+9).	
		Passenger. †	Goods. ‡	Mixed. ‡	Total (including departmental).	Shunting.	*Miscellaneous.	Total (Cols. 7+8).		
1	2	3	4	5	6	7	8	9	10	
By classes of railways.										
Class I Railways	{ Steam	1933-34	77,612	46,029	27,378	155,607	25,001	12,596	37,597	193,204
		1934-35	79,258	49,416	28,133	162,182	25,951	13,294	39,245	201,427
	{ †Electric	1933-34	1,602	573	Nil	2,211	131	331	462	2,706
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643
Class II Railways	{ Steam	1933-34	\$1,900	767	4,369	\$7,134	1,244	132	1,376	\$8,510
		1934-35	1,582	846	4,394	6,928	1,290	145	1,435	8,363
Class III Railway: ||	{ Steam	1933-34	446	159	1,441	2,070	207	252	459	2,529
		1934-35	581	265	1,634	2,507	238	268	506	3,013
By gauges.										
3' 6" gauge	{ Steam	1933-34	51,613	33,490	9,902	100,761	16,710	9,427	26,137	126,898
		1934-35	55,973	35,867	10,549	105,654	17,309	9,914	27,223	132,877
	{ †Electric	1933-34	1,602	573	Nil	2,211	131	331	462	2,706
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643
3' 3½" gauge	{ Steam	1933-34	\$23,527	12,368	18,532	\$56,229	8,698	3,110	11,808	\$68,037
		1934-35	23,783	13,465	18,735	58,074	9,128	3,343	12,471	70,545
2' 6" and 2' 0" gauges ||	{ Steam	1933-34	\$1,818	1,097	4,754	\$7,821	1,041	443	1,487	\$9,308
		1934-35	1,665	1,195	4,877	7,889	1,042	450	1,492	9,381
Total all railways										
Total	{ Steam	1933-34	\$79,958	46,955	33,188	\$164,811	26,452	12,980	39,432	\$204,243
		1934-35	81,421	50,527	34,161	171,617	27,479	13,707	41,186	212,803
	{ †Electric	1933-34	1,602	573	Nil	2,211	131	331	462	2,706
		1934-35	1,561	559	Nil	2,171	155	317	472	2,643

* Includes light assisting required, assisting not required, siding and departmental

† Other than electric multiple unit suburban trains.

‡ Excluding departmental.

§ Revised figures.

|| The figures for Jessore-Jhenidah Railway have not been included as the information is not available.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1935.

Particulars.				5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
1.* <i>Coaching vehicle miles—(In thousands)</i>				997,839	517,759	38,348
2.* <i>Wagon miles—(In thousands)</i>						
2-01 Loaded				1,259,623	497,471	20,492
2-02 Total (excluding brake vans)				1,825,153	690,108	29,588
2-03 Percentage loaded of total				60-0	72-1	69-3
3.* Net or freight ton miles (In thousands)						
			{ Steam	15,744,726	3,466,636	72,207
			{ Electric†	263,498	..	..
4. Gross ton miles (including weight of engine)—(In thousands)						
			{ Steam	25,104,174	7,044,933	317,827
			{ Electric†	714,103	..	..
4-01 Passenger and proportion of mixed.	{	Excluding departmental	{ Steam	25,235,656	7,126,901	318,267
		Including departmental	{ Electric†	714,267	..	..
4-02 Goods and proportion of mixed.	{	Excluding departmental	{ Steam	37,531,862	8,383,542	262,490
		Including departmental	{ Electric†	638,069	..	..
			{ Steam	39,163,987	8,908,998	282,153
			{ Electric†	652,308	..	..
5.* <i>Vehicle and Wagon Usage—</i>						
5-01 Vehicle Miles per vehicle day (in terms of 4-wheelers)				126	95	43
5-02 Wagon miles per wagon day (in terms of 4-wheelers)				34-8	28-2	13-1
5-03 Net ton miles per wagon day (in terms of 4-wheelers)				308	147	32
5-04 Average wagon load (Total traffic) (in terms of 4-wheelers)				12-7	6-97	3-52
6.* <i>Average speed of goods trains—Train miles per train engine hour—</i>						
Through Goods trains [excluding van goods and shunting (pick up) trains]—						
6-01 Main lines			{ Steam	§	§	..
			{ Electric†	16-5	..	..
6-02 Branch lines				§	§	—
6-03 Total			{ Steam	§	§	..
			{ Electric†	16-5	..	..
All Goods trains—						
6-04 Main lines			{ Steam	11-8	11-2	..
			{ Electric†	13-8	..	..
6-05 Branch lines				10-7	10-7	..
6-06 Total			{ Steam	11-6	11-0	8-73
			{ Electric†	13-8	..	—
7.* <i>Average train load—</i>						
Passenger—						
7-01 Number of vehicles			{ Steam	16	10	—
			{ Electric†	18	..	..
Passenger and proportion of mixed—						
7-02 Gross weight (including weight of engine)			{ Steam	389	230	—
			{ Electric†	457	..	—
Goods—						
7-03 Main lines—Loaded wagons			{ Steam	35	33	..
			{ Electric†	44	..	—
7-04 Main lines—Total			{ Steam	51	46	..
			{ Electric†	53	..	—
7-05 Percentage loaded of total			{ Steam	69-4	71-8	—
			{ Electric†	83-2	..	..

* Excluding Departmental.

† Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" and 2' 0" Gauges.
*Average train load—concl'd.			
Goods—cont'd.			
7·06 Branch lines—Loaded wagons	24	22	..
7·07 Branch lines—Total.	38	32	..
7·08 Percentage loaded of total	64·3	70·1	..
Main and Branch Lines—			
Goods and proportion of mixed—			
7·09 Net or freight weight <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>391</div> <div>471</div>	<div>174</div> <div>..</div>	<div>46</div> <div>..</div>
7·10 Gross weight (including weight of engine) <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>931</div> <div>1,141</div>	<div>422</div> <div>..</div>	<div>168</div> <div>..</div>
7·11 Gross weight (excluding weight of engine) <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>815</div> <div>997</div>	<div>357</div> <div>..</div>	<div>118</div> <div>..</div>
8.* Light Running—			
Light engine miles per 100 train miles—			
8·01 Passenger and proportion of mixed	1·76	0·75	..
8·02 Goods and proportion of mixed	6·14	2·97	..
Light and assisting not required miles per 100 train miles—			
8·03 Passenger and proportion of mixed	2·27	1·03	..
8·04 Goods and proportion of mixed	6·89	4·37	..
9.* Shunting—			
Shunting miles per 100 train miles—			
9·01 Passenger and proportion of mixed	5·03	5·07	..
9·02 Goods and proportion of mixed	35·4	32·6	..
9·03 Wagon miles per shunting engine hour	641	533	..
10. Efficiency—			
10·01 Wagon* miles per engine hour (including departmental) . .	222	177	.
10·02 Net* ton miles per engine hour (including departmental) .	1,946	891	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).	4,840	2,290	..
11. Engines and Engine Usage—			
11·01 Average authorised stock <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>5,683</div> <div>65</div>	<div>2,677</div> <div>..</div>	<div>285</div> <div>..</div>
11·02 Average total number on line <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam</div> <div>Electric†.</div> </div> </div>	<div>5,592</div> <div>65</div>	<div>2,697</div> <div>..</div>	<div>283</div> <div>..</div>
11·03 Average number available for use <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>4,598</div> <div>56</div>	<div>2,315</div> <div>..</div>	<div>230</div> <div>..</div>
11·04 Engine miles per day per engine on line (including departmental). <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>65</div> <div>111</div>	<div>65</div> <div>..</div>	<div>46</div> <div>..</div>
11·05 Net* ton miles per goods locomotive day on line (including departmental). <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>**13,184</div> <div>**26,816</div>	<div>6,444</div> <div>..</div>	<div>1,479</div> <div>..</div>
11·06 Net* ton miles per goods locomotive day in use <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">{</div> <div> <div>Steam .</div> <div>Electric†.</div> </div> </div>	<div>**24,023</div> <div>**37,984</div>	<div>11,075</div> <div>..</div>	<div>2,885</div> <div>..</div>

* Excluding departmental.

† Excluding Electric Multiple Unit Suburban trains.

**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 0" & 2' 0" Gauges.
12. Density (including departmental)—			
12-01 Passenger miles per running track mile per annum	472,237	334,755	75,261
12-02 Passenger miles per route mile per annum	554,068	341,126	75,261
12-03 Net ton miles per running track mile per annum	659,245	238,617	34,389
12-04 Net ton miles per route mile per annum	773,481	243,158	34,389
12-05 Gross ton miles (including weight of engine) per running track mile per annum.	2,644,086	1,057,945	270,402
12-06 Gross ton miles (including weight of engine) per route mile per annum.	3,102,261	1,078,079	270,402
12-07 Train miles per running track mile per day	11-9	9-50	4-88
13. Repair of Rolling stock—			
Engines (including departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical workshops—			
13-01 Number { Steam	269	116	16
Electric†	3	Nil	Nil
13-02 Percentage of item 13-01 to average number on line. { Steam	4-81	4-30	5-65
Electric†	4-62	Nil	Nil
In sheds and transportation workshops			
13-03 Number { Steam	707	265	37
Electric†	6	Nil	Nil
13-04 Percentage of item 13-03 to average total No. on line { Steam	12-6	9-83	13-1
Electric†	9-23	Nil	Nil
Coaching Stock (excluding departmental)—			
Average number under or awaiting repairs (daily)—			
In Mechanical Workshops—			
13-05 Passenger carriages.	894	556	53
13-06 Other coaching vehicles	277	71	10
13-07 Percentage of item 13-05 to average total No. on line . .	9-44	7-47	5-97
13-08 Percentage of item 13-06 to average total No. on line . .	8-58	6-27	10-6
In sick lines and transportation Workshops—			
13-09 Passenger carriages	239	78	27
13-10 Other coaching vehicles	79	11	5
13-11 Percentage of item 13-09 to average total number on line .	2-52	1-05	3-04
13-12 Percentage of item 13-10 to average total number on line .	2-45	0-97	5-32
Goods Stock (excluding departmental)—			
Average number of unserviceable wagons daily—			
In Mechanical Workshops—			
13-13 Number	1,975	679	28
13-14 Percentage of item 13-13 to average No. on line	1-39	1-05	0-46
In sick lines and transportation Workshops—			
13-15 Number	11,202	975	258
13-16 Percentage of item 13-15 to average number on line . . .	7-92	1-51	4-22
Hot boxes—			
13-17 Coaching vehicles—Number. (Monthly)	38	58	1
13-18 Wagons—Number. (Monthly)	1,468	395	7

† Excluding Electric Multiple Unit Suburban trains.

Particulars.	5' 6" Gauge.	3' 3½" Gauge.	2' 6" & 2' 0" Gauges.
14. Coal consumption for locomotive services—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>
14·02 Indian coal	4,711,589	1,292,583	117,819
14·03 Wood	4,022	13,829	135
14·04 Oil fuel	40,799	10	<i>Nil</i>
14·05 Total† (in terms of coal)	4,787,379	1,298,133	117,873
Passenger and Mixed—			
14·06* Total net tons of coal consumed	2,023,840	730,332	79,542
Goods—			
14·07* Total net tons of coal consumed—Goods service	2,054,714	385,155	25,049
14·08* Total net tons of Shunting (including siding)	507,425	108,817	9,171
14·09 Total net tons of Departmental	170,789	55,426	3,164
14·10 Total tons of coal used on all locomotive Services (a)	4,787,379	1,298,133	117,873
14·11* Lbs. per engine mile (shunting including siding)	66·3	34·7	(b)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·12* Passenger and proportion of mixed	168·5	179·1	403·2
14·13* Goods and proportion of mixed	129·0	142·4	390·6
15. Oil consumption—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,827,493	2,276,574	} 291,083 (c)
15·02 Total pints (Goods trains)	3,839,360	973,772	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·25	5·81	} 6·19 (c)
15·04 Pints per 100 engine miles (Goods)	9·23	6·77	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,975,450	1,542,263	<i>Nil</i>
15·06 Pints per 1,000 vehicle miles	1·65	1·10	<i>Nil</i>

* Excluding Departmental.

(a) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

† 2½ tons of wood=1 ton of coal.

0·55 ton of oil fuel=1 ton of coal.

(b) Not published.

(c) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL
STATEMENTS.

FINANCIAL STATEMENTS.

Statement of Net Revenue Receipts of State-owned Railways for the year 1934-35 and of the per Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1935.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. (Col. 3 × 100) Col. 2
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden			
2. Eastern Bengal	51,10,05	1,04,60	2.05
3. East Indian (including South Bihar)	1,44,50,72	7,10,61	4.92
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,77,78	3,91,39	3.47
5. North Western (Military)	34,06,54	—63,09	—1.85
6. Great Indian Peninsula	1,21,31,12	3,35,71	2.77
7. Coal Department	1,95,76		
8. Burma	35,02,69	94,49	2.70
9. TOTAL	5,00,74,66	15,73,71	3.14
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,65,62	48,77	2.06
11. Bengal-Nagpur	77,45,42	2,32,39	3.00
12. Bezwada Extension including D. K. extension (N. S.)	45,44	5,21	11.47
13. Bombay, Baroda and Central India	75,95,88	4,69,48	6.18
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,01,60	7,76	7.64
15. Lucknow-Bareilly (R. & K.)	2,48,31	20,33	8.19
16. Madras and Southern Mahratta	55,20,23	2,76,43	5.01
17. South Indian	43,31,42	2,19,55	4.85
18. Travancore (British Section) (S. I.)	54,61		
19. Travancore (Indian State Section) (S. I.)	1,38,97		
20. Tirhoot (B. & N. W.)	9,97,08	75,38	7.56
21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.		—2,32,79	
22. TOTAL	2,91,44,58	11,22,51	3.85
Miscellaneous items.			
23. Abandoned Projects, etc.	32,26		
24. Other miscellaneous items	2,78,05		
25. Deduct—Interest during construction			
26. TOTAL	3,10,31		
27. Total Central	7,95,29,55	26,96,22	3.39
Provincial.			
28. Assam (Jorhat)	13,22		
29. United Provinces (Distillery siding)	1,39		
30. Total Provincial	14,61		
31. Grand Total	7,95,44,16	26,96,22	3.39

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue,

centage of those figures on the Capital at Charge, on 31st March 1935 also of the net gain or loss to net Revenue Receipts. (In thousands of rupees.)

CHARGES AGAINST NET REVENUE RECEIPTS.			NET GAIN OR LOSS TO GOVERNMENT, DIFFERENCE BETWEEN COLUMNS (3) AND (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	Column 2	11
Central.						
State Lines worked by the State.						
..	1,97,87	1,97,87	..	93,27	—1·83	1. Aden.
..	5,96,66	5,96,66	1,13,05	..	0·79	2. Eastern Bengal.
..	4,61,04	4,61,04	..	69,65	—0·62	3. East Indian (including South Bihar).
..	1,40,23	1,40,23	..	2,03,32	—5·97	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	4,39,92	4,39,92	..	1,04,21	—0·86	5. North Western (Military).
..	9,15	9,15	..	9,15	—4·67	6. Great Indian Peninsula.
..	1,50,22	1,50,22	..	55,73	—1·59	7. Coal Department
..	19,95,09	19,95,09	..	4,21,38	—0·84	8. Burma
State Lines worked by Companies or Indian States.						
..	91,96	91,96	..	43,19	—1·83	9. Total.
..	3,35,69	3,35,69	..	1,03,30	—1·33	State Lines worked by Companies or Indian States.
..	1,93	1,93	3,28	..	7·22	10. Assam-Bengal.
15,61	2,80,51	2,96,12	1,73,36	..	2·28	11. Bengal Nagpur
..	4,05	4,05	3,71	..	3·65	12. Bezwada Extension including D. K. extension (N. S.).
1,29	9,40	10,69	9,64	..	3·88	13. Bombay, Baroda and Central India.
36,31	2,32,13	2,68,44	7,99	..	0·14	14. Jodhpur-Hyderabad (British Section) (Jodhpur).
6,22 }	1,75,76	1,83,69	35,86	..	0·79	15. Lucknow-Bareilly (R. & K.).
	64					16. Madras and Southern Mahratta.
	1,07					17. South Indian.
1,69	37,23	38,92	36,46	..	3·66	18. Travancore (British Section) (S. I.).
..	..	..	..	2,32,79	..	19. Travancore (Indian State Section) (S. I.).
61,12	11,70,37	12,31,49	..	1,08,98	—0·37	20. Tirhoot (B. & N. W.).
Miscellaneous items.						
..	1,07	1,07	..	1,07	—3·33	21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
..	13,65	13,65	..	13,65	—4·91	22. Total.
..	12	12	..	12	..	Miscellaneous items.
..	14,60	14,60	..	14,60	—4·70	23. Abandoned Projects, etc.
61,12	31,80,06	32,41,18	..	*5,44,96	—0·69	24. Other miscellaneous items.
..	44	44	..	44	—3·33	25. Deduct—Interest during construction.
..	7	7	..	7	—5·04	26. Total.
..	51	51	..	51	—3·55	27. Total Central.
61,12	31,80,57	32,41,69	..	5,45,47	—0·69	Provincial.
..	..	..	..	..	..	28. Assam (Jorhat).
..	..	..	..	..	..	29. United Provinces (Distillery siding,
..	..	..	..	..	..	30. Total Provincial.
..	..	..	..	..	..	31. Grand Total.

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report.

*The total loss (Central) for the year is:—

Loss as per column 9 above	..	..	..	..	..	..	5,44,96
Deduct—Miscellaneous Railway Receipts	..	..	..	..	..	..	73,91
Government share of surplus profits from subsidized Companies	..	..	..	..	..	..	21,58
Add—Miscellaneous Railway expenditure	..	..	..	..	..	..	56,78

Net Loss — 5,06,25

2 (a).—Statement of Capital at Charge of State-owned

RAILWAYS.	LIABILITIES INCURRED IN THE PURCHASE OF RAILWAYS. (STERLING CONVERTED INTO RUPEES @ AVERAGE RATE OF EXCHANGE.)		CAPITAL OUTLAY DURING THE FINANCIAL YEAR FROM FUNDS PROVIDED BY THE STATE.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
<i>Central.</i>							
I.—STATE LINES WORKED BY THE STATE.							
(i) OPEN LINES.							
Aden
Eastern Bengal	5,05,97	15,68	—6,49	1,12	—43	9,88
East Indian (including South Bihar)	..	47,49,00	69,18	23,71	10	—31,83	66,25
Great Indian Peninsula (including Bhopal State).	..	54,84,57	81	—19,87	—3	—22,66	—41,72
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,99,97	6,18	—79,46	63	—13,43	—86,08
North Western (Military)	5,43	—11,46	17	*—11,16	—17,02
Coal Department	—2,69	..	..	1,08	—1,61
Burma	69	—18,88	—1	—37	—18,57
Total I (i)	1,20,39,51	95,31	—1,07,45	2,07	—78,80	—88,87
(ii) NEW CONSTRUCTIONS.							
Eastern Bengal	1,36	..	13	—17	1,32
East Indian	—1,79	..	1,30	—70	—1,19
Great Indian Peninsula
North Western (Commercial)	2	..	24	..	26
North Western (Military)
Burma	2,75	..	—1,42	—3	1,30
Total I (ii)	2,34	..	25	—90	1,69
II.—STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.							
(i) OPEN LINES.							
† { Assam-Bengal—I	—19	..	..	..	—19
† { Assam-Bengal—II	7,18	2,39	..	—3,43	6,14
Bengal-Nagpur	19,79	3,49	1,02	5,77	30,07
Bezwada Extension (N. S.)	1	..	..	..	1
Bombay, Baroda and Central India	..	21,77,72	19,29	8,37	63	—5,61	22,68
Total Companies' Lines (Open lines)
Carried over	21,77,72	46,08	14,25	1,65	—3,27	58,71

* Includes (1) Campbellpur Reserve 5,77, and (2) Frontier Railway Reserve —16,68.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1935.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
..	..	..	..	..	..	<i>Central.</i> I.—STATE LINES WORKED BY THE STATE. (i) OPEN LINES. Aden.
29,02,13	11,76,73	1,82,01	51,51	43,12,41	48,18,38	Eastern Bengal.
49,77,61	35,18,53	1,80,89	1,41,22	88,18,24	1,35,67,21	East Indian (including South Bihar).
47,95,37	15,30,93	1,75,95	1,26,61	66,37,89	1,21,22,46	Great Indian Peninsula (including Bhopal State).
66,38,89	23,46,09	3,08,66	1,49,43	94,43,07	1,07,43,04	North Western (Commercial) in- cluding Delhi (New Capital) Railway Works Scheme.
26,61,00	4,87,59	1,77,38	(c) 80,57	34,06,54	34,06,54	North Western (Military).
1,89,21	..	..	6,55	1,95,76	1,95,76	Coal Department.
24,05,19	6,63,03	2,24,06	40,52	33,32,80	33,32,80	Burma.
2,45,69,40	97,31,90	12,48,91	5,96,47	3,61,46,71	4,81,86,22	TOTAL I (i).
						(ii) NEW CONSTRUCTIONS.
2,66,60	..	24,81	23	2,91,67	2,91,67	Eastern Bengal.
7,89,87	..	92,98	63	8,83,48	8,83,48	East Indian.
5,74	..	2,92	..	8,66	8,66	Great Indian Peninsula.
4,58,28	16,38	60,08	..	5,34,74	5,34,74	North-Western (Commercial).
..	..	..	..	..	..	North-Western (Military).
1,45,37	..	24,52	..	1,69,89	1,69,89	Burma.
16,65,86	16,78	2,05,31	86	18,88,44	18,88,44	TOTAL I (ii).
						II.—STATE LINES WORKED BY COM- PANIES OR BY INDIAN STATES.
						(i) OPEN LINES.
82,56	..	..	..	82,56	82,56	Assam Bengal—I. } Assam Bengal—II. }†
15,41,81	4,76,46	1,56,63	14,19	21,89,09	21,89,09	Bengal Nagpur.
42,47,85	26,10,80	2,89,15	1,03,59	72,51,39	72,51,39	Bezwada Extension (N. S.).
16,81	..	1,17	..	17,98	17,98	Bombay, Baroda and Central India.
37,07,92	14,19,97	1,89,17	1,01,10	54,18,16	75,95,88	
95,96,95	45,07,23	6,36,12	2,18,88	1,49,59,18	1,71,36,90	Total Companies' Lines (Open Lines). Carried over.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 15,63 and (2) Frontier Railway Reserve 55,07.

on the 31st March 1935—concl'd.

(In thousands of rupees.)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13)	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts	Total.		
9	10	11	12	13	14	15
95,96.95	45,07.23	6,36.12	2,18.88	1,49,59.18	1,71,36.90	Total Companies' Lines (Open Lines)—Brought forward.
81.52	..	3.08	8	87.68	87.68	Jodhpur.
1,62.73	71.68	8.89	5.01	2,48.31	2,48.31	Lucknow-Bareilly (R. & K.).
21,69.17	9,81.11	1,50.55	48.01	33,48.84	53,11.42	Madras and Southern Mahratta (excluding Mysore State).
25.14	..	2.32	..	27.46	27.46	Dhone-Kurnool (N. S.)
17,20.04	8,13.82	1,35.63	50.90	27,20.39	34,80.11	South Indian.
29.97	19.10	3.30	..	52.37	52.37	Coonoor-Ootacamund (S. I.).
42.97	6.40	5.24	..	54.61	54.61	Travancore (British Section) (S. I.).
99.74	25.64	13.59	..	1,38.97	1,38.97	Travancore (Indian State Section) —(S. I.).
6,44.57	2,47.38	48.95	32.73	9,73.63	9,73.63	Tirhoot (B. & N. W.).
36	..	..	..	36	36	Mashrak-Thawe Extension.
1,45,76.16	66,72.36	10,07.67	3,55.61	2,26,11.80	2,75,11.82	TOTAL II (i).
						II (ii)—New Constructions.
14.55	..	..	..	14.55	14.55	Assam Bengal I. } †
72.97	..	6.45	..	79.42	79.42	Assam Bengal II. }
4,37.90	..	56.13	..	4,94.03	4,94.03	Bengal Nagpur.
13.54	..	38	..	13.92	13.92	Jodhpur.
1,91.10	..	17.71	..	2,08.81	2,08.81	Madras and Southern Mahratta.
7,36.93	..	62.00	1	7,98.94	7,98.94	South Indian.
17.88	2.99	2.22	..	23.09	23.09	Tirhoot (Mashrak-Thawe Extension).
14,84.87	2.99	1,44.89	1	16,32.76	16,32.76	TOTAL II (ii).
						III.—Miscellaneous Items.
32.26	..	..	..	(c) 32.26	32.26	Abandoned Projects, etc.
2,43.39	..	(d) 34.66	..	2,78.05	2,78.05	Controller of Railway Accounts— Account Current.
2,75.65	..	34.66	..	3,10.31	3,10.31	TOTAL III.
4,25,71.94	1,64,23.63	26,41.50	9,52.95	6,25,90.02	7,95,29.55	Total Central I (i)—III.
						IV.—Provincial.
7.43	4.70	41	68	13.22	13.22	Assam (Jorhat).
1.39	..	..	..	1.39	1.39	United Provinces (Distillery Siding).
8.82	4.70	41	68	14.61	14.61	TOTAL IV.—Provincial.
4,25,80.76	1,64,28.33	26,41.91	9,53.63	6,26,04.63	7,95,44.16	GRAND TOTAL I (i)—IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(c) Distribution over minor heads is not available.

(d) Includes 34.86 on account of investment in share of Branch Line Companies.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
OPEN LINES		(A) Worked by the Branch				
Ahmadpur Katwa	2' 6"	—22	Nil	22	Nil	Nil
Bankura-Damodar River	"	—21	3	21	—13	—10
Burdwan-Katwa	"	—9	Nil	9	—7	—7
Futwah-Islampur	"	Nil	Nil	Nil	—4	—4
Kalighat-Falta	"	—1	Nil	2	—5	—4
TOTAL 1-(A)	..	—56	3	57	—29	—25
OPEN LINES.		(B) Worked by the				
Hardwar-Dehra (E. I.)	5' 6"	26	Nil	Nil	Nil	26
Chaparnukh-Silghat (A. B.)	3' 3½"	84	Nil	Nil	Nil	84
Katakhal Lalabazar (A. B.)	"	4	Nil	Nil	Nil	4
Dasghara-Jamalpurganj (Bengal Provincial)	2' 6"	Nil	Nil	Nil	Nil	Nil
TOTAL 1-(B)	..	1,14	Nil	Nil	Nil	1,14
OPEN LINES.		2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE				
Amritsar-Patti-Kasur (N. W.)	5' 6"	10	Nil	Nil	Nil	10
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	"	5	Nil	Nil	Nil	5
Phagwara-Rahon (N. W.)	"	1	Nil	Nil	Nil	1
Mandira-Bhaun (N. W.)	"	—1	Nil	Nil	Nil	—1
Sara-Sirajganj (E. B.)	"	2,23	Nil	Nil	Nil	2,23
Sialkot-Narowal (N. W.)	"	25	Nil	Nil	Nil	25
Tapti Valley (B., B. & C. I.)	"	21	Nil	Nil	Nil	21
Ahmedabad Parantij (B., B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2' 6"	Nil	Nil	Nil	Nil	Nil
Dhond-Baramati (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Ellichpur-Ycetmal (including Pulgaon-Arvi railway) (G. I. P.)	"	9	65	—1	Nil	73
Godhra-Lunavada (B., B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Jacobabad-Kashmor (N. W.)	"	2	2	Nil	Nil	4
Khulna Bagerhat (E. B.)	"	Nil	2	Nil	Nil	2
Larkana-Jacobabad (N. W.)	"	1	2	—2	Nil	1
Mayurbhanj (B. N.)	"	Nil	Nil	Nil	Nil	Nil
Nadiad Kapadvanj (B., B. & C. I.)	"	1	Nil	Nil	Nil	1
Pachora-Jamner (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Darjeeling-Himalayan Extensions	2' 0"	5	Nil	Nil	Nil	5
TOTAL (2)	..	3,02	71	—3	Nil	3,70

year 1934-35 of other than State-owned Railways.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	

RAILWAYS UNDER GUARANTEE TERMS.

Line Company.				
16,27	2,38	2,06	2	20,73
30,02	5,63	3,90	52	40,07
14,48	3,64	1,71	50	20,33
16,71	2,70	Nil	3	19,44
15,06	6,98	1,64	45	24,13
92,54	21,33	9,31	1,52	1,24,70

OPEN LINES.

Ahmadpur-Katwa.
Bankura-Damodar River.
Burdwan-Katwa.
Futwah-Islampur.
Kalighat-Falta.
TOTAL 1-(A).

Main Line.

30,67	Nil	4,41	Nil	35,08
33,53	Nil	1,72	Nil	35,25
15,79	Nil	1,30	Nil	17,18*
2,01	1,17	19	Nil	3,37
82,00	1,17	7,71	Nil	90,88

OPEN LINES.

Hardwar-Dehra (E. I.).
Chaparmukh-Silghat (A. B.).
Katakhal-Lalabazar (A. B.).
Dasghara-Jamalpurganj (Bengal Provincial).
TOTAL 1-(B).

TERMS WORKED BY THE MAIN LINE.

34,42	Nil	2,04	Nil	36,46
33,53	Nil	2,77	Nil	36,30
26,29	Nil	2,40	Nil	28,69
23,77	Nil	3,13	Nil	26,90
92,29	Nil	5,83	Nil	98,12
28,72	Nil	2,47	Nil	31,19
1,25,97	Nil	10,96	Nil	1,36,93
33,99	3	4,04	Nil	38,06
11,25	6,38	3,43	Nil	21,06
8,41	2,34	1,85	Nil	12,60
59,64	18,85	15,69	Nil	93,58
8,94	1,80	3,42	Nil	14,16
17,46	5,31	1,67	Nil	24,44
6,72	1,43	78	Nil	8,93
20,30	6,75	3,51	Nil	30,59
24,12	58	Nil	Nil	24,70
8,85	4,73	2,72	Nil	16,30
12,04	2,02	3,77	Nil	17,83
41,63	6,70	9,61	Nil	57,94
6,18,34	56,92	79,52	Nil	7,54,78

OPEN LINES.

Amritsar-Patti-Kasur (N. W.).
Hoshiarpur-Doab (N. W.)—
Jullundur-Mukerian (N. W.).
Phagwara-Rahon (N. W.).
Mandra-Bhaun (N. W.).
Sara-Sirajganj (E. B.).
Sialkot-Narowal (N. W.).
Tapti Valley (B., B. & C. I.)
Ahmedabad-Parantij (B., B. & C. I.).
Champaner-Shivrajpur-Pani Light (B. B. & C. I.)
Dhond-Baramati (G. I. P.).
Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
Godhra-Lunavada (B., B. & C. I.).
Jacobabad-Kashmor (N. W.).
Khulna-Bagerhat (E. B.)
Larkana-Jacobabad (N. W.).
Mayurbhanj (B. N.)
Nadiad Kapadvanj (B., B. & C. I.).
Pachora-Jamner (G. I. P.).
Darjeeling-Himalayan Extensions.
TOTAL (2)

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2. (b)—Statement of Capital Outlay to the end of the

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.

OPEN LINES.

3. BRANCH LINE COMPANIES' RAILWAYS UNDER

Jamnagar-Dwarka	3' 3½"	—4	—8	Nil	Nil	—12
Mymensingh- Bhairab Bazar (A. B.)	"	26	Nil	Nil	Nil	26
TOTAL (3) . . . . .	..	22	—8	Nil	Nil	14

4. COMPANIES' LINES SUBSIDIZED BY THE

OPEN LINES.

Bengal and North-Western	3' 3½"	—6,01	66	9,50	—10	4,05
Bengal Dooars Extensions*	"	36	5	Nil	—24	17
Mirpur Khas-Khadro* (Jodhpur)	"	9	Nil	Nil	Nil	9
Rohilkund and Kumaon	"	47	3,91	Nil	Nil	4,41
Barsi Light*	2' 6"	7	2	2	—30	—19
Debri-Rohas Light	"	1	Nil	Nil	1	2
Shahdara (Dothi)-Saharanpur Light*	"	16	24	Nil	—9	31
Matheran Light*	2' 0"	Nil	7	7	Nil	14
TOTAL (4) . . . . .	..	—4,85	4,98	9,50	—72	9,00

5. COMPANIES' LINES SUBSIDIZED

OPEN LINES.

Dibru-Sadiya	3' 3½"	47	Nil	Nil	Nil	47
Darjeeling-Himalayan	2' 0"	3	Nil	Nil	3	6
TOTAL (5) . . . . .	..	50	Nil	Nil	3	53

OPEN LINES.

6. UNASSISTED

Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3' 3½"	Nil	Nil	Nil	Nil	Nil
Bengal Provincial	2' 6"	Nil	Nil	Nil	—1	—1
Jessore Jhenidah	"					Figures not
Parlakimedi Light (B. N.)	"	Nil	13	Nil	Nil	13
Tezporo Balipara Light§	"	Nil	Nil	Nil	Nil	Nil
Jagadhri Light	2' 0"	Nil	—5	Nil	Nil	—5
Kulasekarapatnam Light.	"	Nil	5	Nil	Nil	5
Trivellore Light	"	Nil	2	Nil	Nil	2
TOTAL (6) . . . . .	..	Nil	15	Nil	—1	14

* Receives land only from Government.

§ This line having ceased to be subsidized by the District Board has been shown under " 6. Unassisted Companies Lines " instead of under " 8. Companies' lines subsidized by District Board."

year 1934-35 of other than State-owned Railways—contd.

(In thousands of rupees.)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	OPEN LINES.

GUARANTEE AND REBATE TERMS.

60,75	2,96	2,56	2,00	68,27	Jamnagar-Dwarka.
1,16,39	Nil	7,00	Nil	1,23,39	Mymensingh-Bhairab Bazar (A. B.).
1,77,14	2,96	9,56	2,00	1,91,66	TOTAL (3).

GOVERNMENT OF INDIA.

					OPEN LINES.
8,24,83†	2,62,75	91,77	5,91	11,85,26	Bengal and North-Western.
93,23	16,15	8,61	3,43	1,21,42	Bengal Doonars Extensions.*
8,58	Nil	58	Nil	9,16	Mirpur Kas-Khadro* Jodhpur).
1,32,94	56,65	12,94	Nil	2,02,53	Rohilkund and Kumaon.
1,27,45	49,18	7,97	1,91	1,86,51	Barsi Light.*
7,61	3,85	41	63	12,50	Dehri-Rohas Light.
35,59	13,99	Nil	1,10	50,68	Shahdara (Delhi)-Saharanpur Light.*
11,95	32	7	Nil	12,34†	Matheran Light.*
12,42,18	4,02,89	1,22,35	12,93	17,80,40	TOTAL (4).
					OPEN LINES.

BY LOCAL GOVERNMENTS.

74,07	59,88	18,18	1,50	1,53,63	Dibru-Sadiya.
32,57	12,50	2,90	2,60	50,57	Darjeeling-Himalayan.
1,06,64	72,38	21,08	4,10	2,04,20	TOTAL (5).

COMPANIES' LINES.

					OPEN LINES.
16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	23	11,80	Bengal Provincial.
available.					Jessore Jhonidah.
18,19	5,16	2,16	Nil	25,51	Parlakimedi Light (B. N.)
3,20	1,60	7	Nil	4,87	Tezporo Balipara Light.§
62	39	12	Nil	1,13	Jagadhri Light
3,38	2,13	3	Nil	5,54	Kulasekarapatnam Light.
39	70	9	Nil	1,18	Trivellore Light.
51,52	12,74	2,48	23	66,97	TOTAL (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5' 6"	Nil	Nil	Nil	Nil	Nil
Bezawada-Masulipatam (M. & S. M.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
Podanur-Pollachi (S. I.)	"	—60	—15	—5	Nil	—80
Tinnevely-Tiruchendur (S. I.)	"	Nil	Nil	Nil	Nil	Nil
TOTAL (7) . . . . .	..	—60	—15	—5	Nil	—80

8. COMPANIES' LINES SUBSIDIZED BY						
OPEN LINES.						
Bengal DOOREE	3' 3½"	56	2	3	Nil	61
Arrah-Sasaram Light	2' 6"	1	Nil	Nil	5	6
Baraset-Basirhat Light	"	Nil	5	Nil	9	14
Bukhtiarpur-Bihar Light	"	Nil	Nil	Nil	—7	—7
Howrah-Amta Light	2' 0"	—4	Nil	Nil	—13	—17
Howrah Sheakhala Light	"	Nil	Nil	Nil	—2	—2
TOTAL (8) . . . . .	..	53	7	3	—8	55

1934-35 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries)	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13
BOARD LINES.					OPEN LINES.
14,82	Nil	1,14	Nil	15,96	Tenali-Repalle (M. & S. M.).
22,65	Nil	1,50	Nil	24,24	Bezwada-Masulipatam (M. & S. M.)
8,87	6,86	1,26	Nil	16,99	Podanur-Pollachi (S. I.).
24,56	Nil	2,49	Nil	27,05	Tinnevely-Tiruchendur (S. I.).
70,90	6,86	6,48	Nil	84,24	TOTAL (7)

DISTRICT BOARDS.

OPEN LINES.

33,17	7,36	2,57	Nil	43,10	Bengal Dooars.
18,69	6,35	Nil	14	25,18	Arrah-Sasaram Light.
19,19	6,34	Nil	24	25,77	Baraset-Basirhat Light.
10,55	4,45	Nil	13	15,13	Bukhtiarpur-Bihar Light.
18,10	11,95	Nil	76	30,81	Howrah-Amta Light.
4,99	3,01	Nil	27	8,27	Howrah Sheakhala Light.
1,04,69	39,46	2,57	1,54	1,48,26	TOTAL (8).

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Rs.	Rs.	Rs.	Rs.	Rs.
(a) OPEN LINES.		9. INDIAN STATE LINES WORKED				
Nizam's State †	5' 6"	7,46	51	2	—7,22	77
Bhavnagar State	3' 3½"	86	10,30	NH	37	11,53
Bikaner State	"	64	NH	NH	19	83
Gaekwar's Baroda State (Mehsana)	"	10,86	90	1,71	NH	22,47
Gondal	"	41	27	NH	—63	—1
Jetalsar-Rajkot (Gondal)	"	10	NH	NH	—10	NH
Jodhpur	"	2,72	3,10	NH	—81	5,31
Junagad State	"	7,10	2,28	24	—1,91	7,71
Morvi	"	18,24	4,43	47	28	23,42
Mysore (including Birur-Shimoga, Chikljajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Arsalu Sections).	"	2,48	47	5	1,22	4,22
Porbandar State	"	24	1	14	12	51
Udaipur-Chitorgarh	"	11,23	2,87	61	—27	14,44
Bodoli-Chhota Udaipur (Gaekwar's Baroda State)	2' 6"	NH	NH	NH	NH	NH
Cutch State	"	1,18	NH	2	NH	1,20
Dholpur State*	"	1	NH	NH	NH	1
Gaekwar's Baroda State	"	30	3,86	—1	—35	3,80
Kolar District	"	NH	1	NH	NH	1
Gwalior Light	2' 0"	1,19	17	NH	NH	1,36
Tarikere-Narasimharajapura Light (Mysore)	"	4	NH	NH	NH	4
TOTAL (a) . . . . .	..	74,06	28,98	3,25	—9,17	97,12
(b) LINES UNDER CONSTRUCTION.						
Tabsi Bhadra to Sadulpur (Bikaner State)	3' 3½"	NH	NH	NH	NH	NH
Arsalu to Anandapuram (Mysore)	"	1,33	NH	17	1	1,51
Jalore-Bhimmal, Phalodi-Pokran (Jodhpur)	"	3,18	NH	9	NH	3,27
Prachi Road to Kodinar (Gaekwar's Baroda State)	"	1,16	NH	1	NH	1,17
Dholpur to Rajakhara (Dholpur State)	2' 6"	NH	NH	NH	NH	NH
TOTAL (b) . . . . .	..	5,67	NH	27	1	5,95
TOTAL (b) [=a+b] . . . . .	..	79,73	28,98	3,52	—9,16	1,03,07

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metro Gauge.

1934-35 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					(a) OPEN LINES.
10,31,66	2,82,86	92,08	26,53	§ 14,33,18	Nizam's State.†
1,58,27	68,69	7,51	5,07	2,39,44	Bhavnagar State.
2,62,28	90,73	5,64	5,26	3,63,91	Bikaner State.
1,39,71	21,06	11,00	Nil	1,71,77	Gaekwar's Baroda State (Mehsana).
68,09	34,16	2,48	3,43	1,08,16	Gondal.
27,47	Nil	90	15	28,52	Jetalsar-Rajkot (Gondal).
2,26,00	1,67,65	1,83	8,93	4,04,41	Jodhpur.
1,02,34	28,48	4,20	5,73	1,40,75	Junagad State.
66,64	34,82	2,23	2,59	1,06,28	Morvi.
2,20,21	80,47	19,39	5,36	3,25,43	Mysore (including Birur-Shimoga, Chickajalur-Chitaldrug, Mysore, Bangalore, Mysore-Arsikere, Nanjangud-Chamarajangar and Shimoga-Arsalu Sections).
14,84	11,48	1,00	1,29	28,67	Porbandar State.
91,24	17,05	4,62	93	1,13,84	Udaipur-Chitorgarh.
9,37	Nil	1,19	Nil	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
15,73	2,92	2,08	Nil	20,73	Cutch State.
11,51	4,36	51	Nil	16,38	Dholpur State.*
2,23,34	56,19	20,92	6,52	3,06,97	Gaekwar's Baroda State.
14,47	11,43	1,50	17	27,57	Kolar District.
1,01,31	15,22	6,01	Nil	1,22,57	Gwalior Light.
9,18	2,95	76	—2	12,87	Tarikere-Narasimharainpura Light (Mysore).
27,93,69	9,30,42	1,85,91	71,99	39,82,01	TOTAL (a).
					(b) LINES UNDER CONSTRUCTION.
71	Nil	Nil	Nil	71	Tahsil Bhadra to Sadulpur (Bikaner State).
5,78	Nil	72	5	6,55	Arasalu to Anandapuram (Mysore).
53,27	Nil	1,69	Nil	54,96	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
1,16	Nil	1	Nil	1,17	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	Nil	7	Nil	94	Dholpur to Rajakhara (Dholpur State).
61,79	Nil	2,49	5	64,33	TOTAL (b).
28,55,48	9,30,42	1,88,40	72,04	40,46,34	TOTAL (y) [= a + b].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.
1	2	3	4	5	6	7
(a) OPEN LINES.		10. INDIAN STATE LINES				
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5' 6"	1	Nil	—1	Nil	Nil
Bhopal Itarsi* (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Bina-Goonn-Baran (G. I. P.)	"	Nil	Nil	Nil	Nil	Nil
Jammu and Kashmir (Indian State section) (N. W.)	"	4	Nil	Nil	Nil	4
Jind-Panipat (Indian State section) (N. W.) .	"	—11	Nil	Nil	Nil	—11
Khanpur-Chachran (N. W.)	"	Nil	Nil	Nil	Nil	Nil
Kolar Gold Fields (M. & S. M.)	"	—4	Nil	Nil	Nil	—4
Ludhiana-Dhuri-Jakkhal (N. W.)	"	2	Nil	Nil	Nil	2
Nagda-Ujjain (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Potlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	"	6	Nil	1	Nil	7
Potlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Rajpura-Bhatinda (N. W.)	"	6	Nil	Nil	Nil	6
Sboranur-Cochin (S. I.)	"	—6,12	—18,88	9	—11	—25,02
Sirhind Rupar (N. W.) †	"	3	Nil	Nil	Nil	3
Bangalore-Harihar (M. & S. M.)	3' 3½"	21	74	Nil	—6	92
Cooch Behar State (E. B.)	"	Nil	Nil	Nil	Nil	Nil
Dhrangadra (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Jaipur State (B. B. & C. I.)	"	Nil	Nil	Nil	Nil	Nil
Kolhapur State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Okhamandal (Jamnagar Dwarka)	"	4	—3	Nil	Nil	1
Palanpur Deesa (B. B. & C. I.)	"	5,80	Nil	15	Nil	5,95
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	"	78	Nil	—1	Nil	77
Jamnagar (Jamnagar Dwarka)	"	14	—5	Nil	Nil	9
Sangli State (M. & S. M.)	"	Nil	Nil	Nil	Nil	Nil
Piplod Devgad Baria (B. B. & C. I.)	"	25	Nil	Nil	Nil	25
Rajpipla State (B. B. & C. I.)	"	1	3	Nil	Nil	4
TOTAL (a) . . . . .	..	1,21	—18,10	23	—17	—16,92
(b) LINES UNDER CONSTRUCTION. Wagrod to Khareda (R. B. & C. I.)	3' 3½"	Nil	Nil	Nil	Nil	Nil
TOTAL (b) . . . . .	..	Nil	Nil	Nil	Nil	Nil
TOTAL (10) [=a+b] . . . . .	..	1,21	—18,10	23	—17	—16,92

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† Includes expenditure incurred by the Patiala Durbar.

1934-35 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY. 13
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(a) OPEN LINES.
81,13	Nil	12,30	Nil	93,43	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
50,00	Nil	Nil	Nil	50,00	Bhopal Itarsi* (G. I. P.).
75,12	Nil	6,96	Nil	82,08	Bhopal Ujjain (G. I. P.).
93,74	18	8,24	Nil	1,02,16	Bina-Goonna-Baran (G. I. P.).
10,84	Nil	60	Nil	11,44	Jammu and Kashmir (Indian State section) (N. W.).
15,83	Nil	1,73	Nil	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	Nil	88	Nil	14,36	Khanpur-Chachran (N. W.).
11,84	Nil	64	Nil	12,48	Kolar Gold Fields (M. & S. M.).
47,22	Nil	2,29	Nil	49,51	Ludhiana-Dhuri-Jakhal (N. W.).
21,01	Nil	1,72	Nil	22,73	Nagda-Ujjain (B. B. & C. I.).
13,63	Nil	83	10	14,56	Petlad-Cambay (Ad. T. pur sec.) B. B. & C. I.).
9,02	Nil	32	Nil	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
76,84	Nil	2,66	Nil	79,53	Rajpura-Bhatinda (N. W.).
93,45	Nil	12,30	33	1,06,08	Shoranur-Cochin (S. I.).
29,50	Nil	2,08	Nil	31,58	Sirhind Rupar (N. W.).†
1,17,76	53,80	5,52	2,08	1,79,16	Bangalore-Harihar (M. & S. M.).
19,78	1,03	94	Nil	21,75	Cooch Behar State (E. B.).
14,39	4	67	Nil	15,10	Dhrangadra (B. B. & C. I.).
24,52	Nil	1,44	Nil	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	Nil	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	Nil	1,21	Nil	23,60	Kolhapur State (M. & S. M.).
25,73	12,28	2,04	1,00	41,05	Okhamandal (Jamnagar Dwarka).
5,80	Nil	15	Nil	5,95	Palanpur-Deesa (B. B. & C. I.).
66,25	5,76	8,34	Nil	80,35	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
30,23	16,77	95	2,00	49,95	Jamnagar (Jamnagar Dwarka).
1,95	Nil	10	Nil	2,05	Sangli State (M. & S. M.).
5,78	3,29	66	Nil	9,73	Piplod Devgad Baria (B. B. & C. I.).
14,69	3,07	1,19	Nil	18,95	Rajpipla State (B. B. & C. I.).
10,64,85	96,22	80,18	5,81	12,47,06	TOTAL (a).
2	Nil	Nil	Nil	2	(b) LINES UNDER CONSTRUCTION. Wagrod to Khareda (B. B. & C. I.).
2	Nil	Nil	Nil	2	TOTAL (b)
10,64,87	96,22	80,18	5,81	12,47,08	TOTAL (10) [=a+b].

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
		3	4	5	6	7
1	2	Ra.	Ra.	Ra.	Ra.	Ra.

11. COMPANIES' LINE

OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore)	2' 6"	NH	2	NH	NH	2
TOTAL (11)	--	NH	2	NH	NH	2

12. LINES IN FOREIGN TERRITORY WORKED

OPEN LINES.						
Peralam-Karaikkal (S. I.)	3' 3½"	NH	NH	NH	NH	NH
Pondicherry (S. I.)	"	NH	NH	NH	NH	NH
West of India Portuguese (M. & S. M.)	"	‡4,75	--	--	--	4,75
TOTAL (12)	--	4,75	NH	NH	NH	4,75
13. TOTAL (1) TO (12).	--	85,03	16,52	13,86	—10,40	1,05,01
4. Miscellaneous	--	NH	NH	NH	NH	NH
15. Grand Total	--	85,03	16,52	13,86	—10,40	1,05,01

‡ Represents total figure, the details being not available.

1934-35 of other than State-owned Railways (In thousands of rupees)—concl'd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	
Rs.	Rs.	Rs.	Rs.	Rs.	13

GUARANTEED BY INDIAN STATES.

OPEN LINES.

8,43	5,94	1,76	Nil	16,13	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,94	1,76	Nil	16,13	TOTAL (11).

BY BRITISH INDIAN RAILWAY COMPANIES.

OPEN LINES.

6,13	Nil	1,14	Nil	7,27	Peralam Karaikkal (S. I.).
5,37	Nil	36	Nil	5,73	Pondicherry (S. I.)
‡2,25,65	..	..	..	2,25,65	West of India Portuguese (M. & S. M.).
2,37,15	Nil	1,50	Nil	2,38,65	TOTAL (12).
67,11,88	16,49,29	5,32,90	1,00,22	89,94,29	13. TOTAL (1) TO (12).
8,23	Nil	64	Nil	8,87*	14. Miscellaneous.
67,20,11	16,49,29	5,33,54	1,00,22	90,03,16	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

† Represents the total figure, details not being available.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway. 1	GROSS REVENUE RECEIPTS.					WORKING		
	For the system including worked lines.			Deduct Re-funds.	Gross receipts (Cols. 4—5).	For the		
	Earnings.	Sus-pense.	Total (Cols. 2 and 3).			Ordinary Working Ex-penses.	Renewals and Replace-ments.	Appro- priation to Depre- ciation Reserve Fund.
	2	3	4	5	6	7	8	9
STATE LINES WORKED BY THE STATE.								
Aden . . . . .	..	..	..	..	..	..	..	..
East Indian	18,87,98	5,85	18,93,83	13	18,93,70	9,40,03	1,21,65	2,40,74
Eastern Bengal	5,58,77	1,13	5,59,90	63	5,59,27	3,48,80	93,26	96,86
North Western	15,86,93	6,97	15,93,90	3,09	15,90,81	9,57,10	2,24,37	2,77,27
Great Indian Peninsula	12,77,17	2,79	12,79,96	2,11	12,77,85	7,16,41	1,22,44	2,02,39
Burma	3,78,78	—13	3,78,65	45	3,78,20	2,31,76	35,90	53,36
TOTAL .	56,89,63	16,61	57,06,24	6,41	56,99,83	31,94,10	5,97,02	8,70,62
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal	1,92,34	98	1,93,32	26	1,93,06	1,21,00	15,10	..
Bengal-Nagpur	8,15,69	—7,19	8,08,50	70	8,07,80	5,19,40	56,10	..
Bezwada Extension and Dhone Kurnool	12,55	..	12,55	..	12,55	7,35	—1	..
Bombay, Baroda and Central India .	11,78,32	2,92	11,81,24	2,31	11,78,93	5,89,50	92,36	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	35,68	—4,02	30,76	9	30,67	19,16	2,45	..
Lucknow-Bareilly (R. & K.) . . .	69,98	—15	69,83	18	69,65	28,06	2,32	..
Madras and Southern Mahratta (exclud- ing Mysore State).	7,48,24	1,84	7,50,08	1,15	7,48,93	3,83,12	59,14	..
South Indian (including Travancore) .	5,53,05	—1,50	5,51,55	73	5,50,82	2,89,67	32,51	..
Tirhoot (B. & N. W.)	3,46,92	—7	3,46,85	56	3,46,29	1,47,89	11,59	..
Contribution to Depreciation Reserve Fund on account of Company worked Lines and Miscellaneous.	..	..	..	..	..	3,16	—3,16	5,01,15
TOTAL .	39,52,77	—8,09	39,44,68	5,98	39,38,70	21,08,21	2,68,40	5,01,15
GRAND TOTAL	96,42,40	8,52	96,50,92	12,39	6,38,53*	53,02,31	8,66,02	13,71,77

* The total Railway Receipts for the year are:—

Gross Receipts as per Col. 6 above	..	..	..	..	..	..	Rs.
Add—Miscellaneous Railway Receipts	..	..	..	..	..	..	96,38,53
Government share of surplus profits from the subsidized companies	..	..	..	..	..	..	73,91
							21,58

Total Receipts 97,34,02

Revenue Receipts of State-owned Railways for the year 1934-35. (In thousands of rupees.)

EXPENSES. system including worked lines.					Net Revenue Receipts of State owned Railways. (Cols. 6—13—14).	Percentage of Ordinary Working Expenses on Earnings $\left(\frac{\text{Cols. 7} \times 100}{\text{Cols. 2—5}}\right)$	Class and Name of Railway.
Suspense.	Total. (Cols. 7 to 10).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 11—12).	Payment to Worked Lines.			
10	11	12	13	14	15	16	17
							STATE LINES WORKED BY THE STATE.
..	..	..	..	..	..	..	Aden.
—5.51	12,96.91	1,21.65	11,75.26	7.83	7,10.61	49.79	East Indian.
1.29	5,40.21	93.26	4,46.95	7.72	1,04.60	62.49	Eastern Bengal.
—67	14,58.07	2,24.37	12,33.70	28.81	(b) 3,28.30	60.43	North Western.
—2.25	10,38.99	1,22.44	9,16.55	25.59	3,35.71	56.19	Great Indian Peninsula.
—1.41	3,19.61	35.00	2,83.71	..	94.49	61.26	Burma.
—8.55	46,53.79	5,97.62	40,56.17	69.95	15,73.71	56.20	Total.
							STATE LINES WORKED BY COMP. NIES OR BY INDIAN STATES.
1.59	1,37.69	..	1,37.69	6.60	48.77	62.99	Assam-Bengal.
—1.38	5,74.12	..	5,74.12	1.29	2,32.39	63.73	Bengal-Nagpur.
..	7.34	..	7.34	..	5.21	58.57	Bezwa Extension and Dhane, Kurnool.
—34	6,81.52	..	6,81.52	27.93	4,69.48	50.13	Bombay, Baroda and Central India.
—4	21.57	..	21.57	1.34	7.76	53.83	Jodhpur-Hyderabad (British Section) (Jodhpur).
—27	30.11	..	30.11	19.21	20.33	40.20	Lucknow-Bareilly (R. & K.).
45	4,42.71	..	4,42.71	29.79	2,76.43	51.28	Madras and Southern Mahratta (excluding Mysore State).
22	3,22.30	..	3,22.30	8.97	2,19.55	52.43	South Indian (including Travancore).
—48	1,59.00	..	1,59.00	1,11.91	75.38	42.70	Tirhoot (B. & N. W.).
4	5,01.19	2,68.40	2,32.79	..	—2,32.79	..	Contribution to Depreciation Reserve Fund on account of Company-worked Lines and miscellaneous.
—21	28,77.55	2,68.40	26,09.15	2,07.04	11,22.51	53.42	TOTAL:
—8.76	75,31.34	8,66.02	66,65.32	2,76.99	26,96.22	55.06	GRAND TOTAL

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(b) N. W. Railway, Commercial	14,64.11	10,43.91	28.81	3,91.39
N. W. Railway, Military	1,26.70	1,89.79	..	—63.09

Total 15,90.81 12,33.70 28.81 3,28.30

*The total Expenditure on Railways for the year is :—

Working expenses as per column 13 above 66,65.32

Payment to Worked Lines 2,76.99

Add :—Miscellaneous Railway Expenditure 56.78

Surplus profits paid to companies 61.12

Interest charges as per Statement 4 81,80.08

Total Expenditure. 1,02,40.27

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4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1934-35.

Class and Name of Railway.	Interest on sterling Debt.	INTEREST ON CAPITAL CONTRIBUTED BY COMPANIES.			Total Columns 2 and 5.	IN THOUSANDS OF RUPEES.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	GRAND TOTAL. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
State Lines worked by the State.									
1. Aden . . . . .	..	..	..	..	..	..	..	..	..
2. Eastern Bengal . . .	126,227	..	..	..	126,227	16,78	1,81,09	..	1,97,87
3. East Indian (including South Bihar).	2,088,308	..	..	..	2,088,308	2,77,69	3,18,93	4	5,96,66
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,89	4,12,15	..	4,61,04
5. North Western (Military) .	..	..	..	..	..	..	1,40,23	..	1,40,23
6. Burma	37,874	..	..	..	37,874	5,05	1,45,17	..	1,50,22
7. Great Indian Peninsula .	986,544	..	..	..	986,544	1,31,09	3,08,83	..	4,39,92
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	9,15	..	9,15
9. TOTAL .	3,606,880	..	..	..	3,606,880	4,79,50	15,15,55	4	19,95,09
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal. . . .	..	45,000	20,427	65,427	65,427	8,72	83,24	..	91,96
11. Bengal-Nagpur . . .	..	105,000	134,705	239,705	239,705	31,96	3,03,73	..	3,35,69
12. Bezawada (including Dhône Kurnool).	..	..	..	..	..	..	1,93	..	1,93
13. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	2,07,69	7,50	2,80,51
14. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,05	..	4,05
15. Lucknow-Bareilly (R. & K.)	..	..	(a)22,022	22,022	22,022	2,55	6,85	..	9,40
16. Madras and Southern Mah-ratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,46,47	..	2,32,13
17. South Indian	148,053	35,000	104,580	139,580	287,633	38,35	1,37,41	..	1,75,76
18. Travancore (British Sect on) (S. I.).	..	..	..	..	..	..	64	..	64
19. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,07	..	1,07
20. Tirhoot (B. & N. W.) .	..	..	80,326	80,326	80,326	10,71	26,52	..	37,23
21. TOTAL .	899,366	420,000	502,083	922,083	1,821,449	2,43,27	9,19,60	7,50	11,70,37
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
23. Other miscellaneous items.	..	..	..	..	..	(b)—73	14,38	..	13,65
Deduct:—	..	..	..	..	..	..	9	..	9
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	3	..	3
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	..	..	..
25. TOTAL .	..	..	..	..	..	—73	15,33	..	14,60
26. Total Central .	4,506,246	420,000	502,083	922,083	5,428,329	7,22,04	24,50,48	7,54	31,80,06
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	44	..	44
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial .	..	..	..	..	..	..	51	..	51
30. Grand Total .	4,506,246	420,000	502,083	922,083	5,428,329	7,22,04	24,50,99	7,54	31,80,57

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

* In the case of State-owned railways. † In the case of other than State-owned railways.
 ‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).
 § Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.
 || Include Harbour receipts and expenditure.
 ** Excludes 4 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.
 †† " 6 " " " " " " " " " " " " " " " "

5.—Statement of $\frac{\text{Capital at Charge}^{\ast}}{\text{Capital outlay}^{\dagger}}$, Revenue Earnings and Expenses for the years 1933-34 and 1934-35
(In thousands of rupees.)
—contd.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			†	§	§	Net earn-	Percent-	Percent-	
			Total capital at charge.	Gross earnings.	Working expenses.	ings. (Cols. 5-6.)	age of working expenses to gross earnings. $(\frac{\text{Col. 6} \times 100}{\text{Col. 5}})$	age of net earnings on total capital at charge given in column 4. $(\frac{\text{Col. 7} \times 100}{\text{Col. 4}})$	
1	2	3	4	5	6	7	8	9	10
CLASS I—concl'd.			Rs.	Rs.	Rs.	Rs.			
Nizam's State	5' 6"	1933-34	14,77,56	1,33,68	68,89	64,79	51.53	6.00	
		1934-35	14,78,62	1,38,49	69,61	68,88	50.26	6.39	
	3' 3½"	1933-34	**	75,06	51,21	23,82	68.26	**	
		1934-35	**	75,50	49,86	25,64	66.05	**	
North Western (Commercial)	5' 6" and 2' 6"	1933-34	1,18,75,08	14,00,14	10,24,49	3,75,65	73.17	3.16	
		1934-35	1,17,89,76	14,57,14	10,44,68	4,12,56	71.60	3.50	
North Western (Military)	5' 6" and 2' 6"	1933-34	34,23,56	1,26,20	1,85,04	—55,84	146.62	—1.72	
		1934-35	34,06,54	1,26,70	1,89,79	—63,09	149.70	—1.85	
North Western (Total)	..	1933-34	1,52,98,64	15,26,34	12,09,53	3,16,81	79.24	2.07	
		1934-35	1,51,96,30	15,83,84	12,31,37	3,49,47	77.94	2.30	
Rohilkund and Kumaon	3' 3½"	1933-34	(b)4,14,60	67,38	31,87	35,51	47.30	7.99	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1934-35	(b)4,50,84	69,80	32,33	37,17	46.31	8.31	
South Indian	5' 6", 3' 3½" and 2' 6"	1933-34	47,61,52	5,40,51	3,15,52	2,24,99	58.37	4.73	
		1934-35	47,68,47	5,52,32	3,22,08	2,30,24	58.31	4.83	
Total Class I Railways	..	1933-34	8,46,80,84	96,35,48	64,31,16	32,04,32	66.74	3.78	
		1934-35	8,47,31,07	99,12,74	65,93,97	33,18,77	66.52	3.92	
CLASS II.									
Barsi Light	2' 6"	1933-34	1,86,70	20,02	11,95	8,07	59.69	4.32	
		1934-35	1,86,51	18,10	11,34	6,76	62.65	3.62	
Bengal Doonars	3' 3½"	1933-34	1,63,73	20,06	11,77	8,29	58.67	5.06	
		1934-35	1,61,52	20,57	11,88	8,69	57.77	5.28	
Bhavnagar State	3' 3½"	1933-34	2,27,91	34,25	19,11	15,14	55.81	6.64	
		1934-35	2,39,44	36,22	17,93	18,29	49.50	7.64	
Bikaner State	3' 3½"	1933-34	3,63,79	36,31	24,99	11,32	68.82	3.11	
		1934-35	3,64,62	38,81	24,93	13,88	64.24	3.81	
Darjeeling Himalayan	2' 0"	1933-34	1,08,40	16,73	11,93	4,80	71.31	4.43	
		1934-35	1,08,51	17,26	11,80	5,46	68.36	5.03	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5 —Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1933-34 and 1934-35

—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Per-centage of working expenses to gross earnings.	Per-centage of net earnings on total capital at charge given in	
							(Col. 6 × 100) Col. 5	(column 4. Col. 7 × 100) Col. 4	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—concl'd.									
Dibru-Sadiya	3' 3½"	{ 1933-34	1,70,10	20,18	12,16	8,02	60.26	4.71	
		{ 1934-35	1,70,57	20,99	12,97	8,02	61.79	4.70	
Gaekwar's Baroda State	3' 3½"	{ 1933-34	1,49,30	21,25	10,00	11,25	47.07	7.53	
		{ 1934-35	1,72,94	23,34	13,38	9,96	57.33	5.79	
	2' 6"	{ 1933-34	3,14,23	24,06	17,07	6,99	70.95	2.22	
		{ 1934-35	3,17,53	22,62	17,05	5,57	75.37	1.75	
Gondal	3' 3½"	{ 1933-34	1,57,01	25,94	13,39	12,55	51.61	7.99	
		{ 1934-35	1,36,68	24,12	11,14	12,98	46.21	9.49	
Howrah-Amta Light .	2' 0"	{ 1933-34	30,98	9,08	6,44	2,64	70.88	8.54	
		{ 1934-35	Shown under Class III Railways.						
Jamnagar Dwarka	3' 3½"	{ 1933-34	1,59,29	14,00	8,89	5,11	63.45	3.21	
		{ 1934-35	1,59,27	14,91	8,55	6,36	57.32	4.00	
Junagad State	3' 3½"	{ 1933-34	1,33,04	16,10	9,07	7,03	56.33	5.29	
		{ 1934-35	1,40,75	16,87	9,46	7,41	56.05	5.27	
Morvi	3' 3½"	{ 1933-34	82,86	16,06	10,08	5,98	62.74	7.22	
		{ 1934-35	1,06,28	17,97	9,84	8,13	54.73	7.65	
	3' 3½"	{ 1933-34	3,26,25	28,71	25,33	3,38	88.20	1.03	
		{ 1934-35	3,31,98	28,36	25,73	2,63	90.73	0.79	
Mysore	2' 6"	{ 1933-34	43,67	2,99	2,28	71	76.61	1.63	
		{ 1934-35	43,70	2,94	2,67	27	90.79	0.62	
	2' 0"	{ 1933-34	12,83	52	34	18	65.73	1.39	
		{ 1934-35	12,87	44	35	9	78.81	0.73	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	{ 1933-34	50,37	10,16	4,40	5,76	43.18	11.40	
		{ 1934-35	50,68	8,32	4,37	3,95	52.46	7.80	
Total Class II Railways . . . . .	..	{ 1933-34	26,80,46	3,16,42	1,99,20	1,17,22	62.95	4.37	
		{ 1934-35	27,06,85	3,11,84	1,93,39	1,18,45	62.02	4.38	
CLASS III.									
Ahmadpur Katwa	2' 6"	{ 1933-34	20,73	1,11	98	13	88.11	0.64	
		{ 1934-35	20,73	1,07	91	16	85.16	0.76	

* † § For explanations see footnotes on opposite page.

5.—Statement of $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, Revenue Earnings and Expenses for the years 1933-34 and 1934-35.

—contd.

(In thousands of rupees.)

Railway System	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			† Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Per- centage of working expenses to gross earn- ings. (Col. 6 × 100 Col. 5.)	Per- centage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 Col. 4.)	
1	2	3	4	5	6	7	8	9	10
CLASS III—contd.			Rs.	Rs.	Rs.	Rs.			
Arrah-Sasaram	2' 6"	1933-34	25,12	3,01	2,65	39	87.08	1.56	(a) Figure for 1933-34 has been adopted as 1934-35 figure is not available.
		1934-35	25,18	3,54	(a) 2,65	89	74.86	3.53	
Bankura-Damoodar River . .	2' 6"	1933-34	40,77	1,61	1,41	20	87.33	0.51	
		1934-35	40,07	1,33	1,31	2	98.29	0.06	
Baraset-Basirhat Light . .	2' 6"	1933-34	25,63	5,54	4,22	1,32	76.50	5.11	
		1934-35	25,77	4,96	4,01	95	80.70	3.70	
Bengal Provincial	2' 6"	1933-34	15,18	1,21	1,12	9	92.56	0.61	
		1934-35	15,17	1,09	1,01	8	92.36	0.55	
Bukhtiarpur-Bihar Light . .	2' 6"	1933-34	15,20	2,08	1,73	35	82.91	2.30	
		1934-35	15,13	3,01	1,89	1,15	61.90	7.60	
Burdwan-Katwa	2' 6"	1933-34	20,40	1,60	1,29	31	80.66	1.52	
		1934-35	20,33	1,42	1,17	25	82.17	1.25	
Cutch State	2' 6"	1933-34	19,53	1,68	1,08	60	64.46	3.04	
		1934-35	20,73	2,01	1,29	72	64.09	3.48	
Dehri-Rohtas Light	2' 6"	1933-34	12,48	1,70	1,03	67	60.79	5.33	
		1934-35	12,50	2,32	1,29	1,03	55.59	8.24	
Dholpur-State	2' 6"	1933-34	17,31	1,62	95	67	58.71	3.87	
		1934-35	17,32	1,75	1,00	75	57.04	4.60	
Futwah-Jalampur	2' 6"	1933-34	19,48	1,18	89	29	75.34	1.49	
		1934-35	19,44	1,24	93	31	75.10	1.60	
Gwalior Light	2' 0"	1933-34	1,21,21	7,78	5,38	2,40	69.17	1.98	
		1934-35	1,22,57	7,25	5,98	1,27	82.52	1.03	
Howrah Amta Light	2' 0"	1933-34	Shown	under	Class II	Railways.			
		1934-35	30,81	9,22	6,26	2,96	67.88	9.50	
Howrah-Sheakhala Light . .	2' 0"	1933-34	8,29	1,80	1,55	25	86.03	3.04	
		1934-35	8,27	1,69	1,46	23	86.60	2.70	
Jagadhri Light	2' 0"	1933-34	1,18	13	12	1	89.78	1.15	
		1934-35	1,13	13	12	1	91.44	1.02	

* In the case of State-owned railways

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—Statement of *Capital at Charge* Revenue Earnings and Expenses for the years 1933-34 and 1934-35
Capital outlay† —concl'd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						REMARKS.
			†	§	§	Net earnings. (Cols. 5—6.)	Per-centage of working expenses to gross earnings (Col. 6×100) (Col. 5.)	Per-centage of net earnings on total capital at charge given in column 4. (Col. 7×100) (Col. 4)	
			Total capital at charge.	Gross earnings.	Working expenses.				
1	2	3	4	5	6	7	8	9	10
CLASS III—concl'd.									
Jessore-Jhenidah . . .	2' 6"	1933-34	Rs. §§	Rs. §§	Rs. §§	Rs. §§	§§	§§ .	
		1934-35	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . . .	2' 0"	1933-34	13,22	1,00	1,14	—41	140.43	—3.10	
		1934-35	13,22	1,20	1,38	—18	115.15	—1.36	
Kalighat-Falta . . .	2' 6"	1933-34	24,17	1,76	1,74	2	98.97	0.08	
		1934-35	24,13	1,55	1,61	—6	104.26	—0.25	
Kulasekarapatnam Light . . .	2' 0"	1933-34	5,49	92	86	6	92.99	1.18	
		1934-35	5,54	74	76	—2	103.64	—0.48	
Matheran Light . . .	2' 0"	1933-34	12,20	98	81	17	82.65	1.39	
		1934-35	12,34	88	61	27	69.32	2.19	
Porbandar State . . .	3' 3½"	1933-34	28,16	3,11	1,81	1,30	58.34	4.60	
		1934-35	28,67	3,32	1,92	1,40	57.74	4.90	
Texpore-Balipara Light . . .	2' 6"	1933-34	4,87	1,55	1,06	49	68.71	10.06	
		1934-35	4,87	1,53	1,15	38	75.17	7.74	
Trivellore Light . . .	2' 0"	1933-34	1,16	2	3	—1	148.90	—0.86	
		1934-35	1,18	1	3	—2	267.10	—1.70	
Udaipur-Chitorgarh . . .	3' 3½"	1933-34	99,40	6,17	4,09	2,08	66.20	2.31	
		1934-35	1,13,84	6,02	4,13	1,89	68.76	1.65	
Total Class III Railways	..	1933-34	5,50,58	47,59	36,21	11,38	76.09	2.04	
		1934-35	5,98,94	57,31	42,87	14,44	74.80	2.41	
Other items not included in the preceding heads (a).	..	1933-34	5,29,35	—41,84	2,87,58	—3,29,42	..	..
		1934-35	5,07,46	—82	2,30,13	—2,30,95	..	..
GRAND TOTAL	..	1933-34	8,84,41,23 (b)	99,57,65	69,54,15	30,03,50	69.84	3.40	
		1934-35	8,85,47,32	1,02,81,07	70,60,36	32,20,71	68.67	3.64	

* † ‡ § — For explanations see footnotes on opposite page.

§ § Figures not available.

(a) The details for the last year are given in the Report for that year and those for the current year are as follows (in thousands of rupees):—

Capital at charge.

Coal Department	1,95,76
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,78,05
United Provinces (Distillery siding)	1,39

Total 5,07,46

Gross Earnings.

+36	Gross earnings of Bezwada and Dhono Kurnool Railways	
—1,20	Gross earnings of Jorhat (Provincial) Railway.	
+2	Due to rounding off.	
—82		
	1933-34	1934-35
(b) State-owned	7,95,20,88	7,95,44,16
Other than State-owned	89,20,35	90,03,16
Total	8,84,41,23	8,85,47,32

Working Expenses.

+1,43	Adjustment of Tirhoot Rly.
—1,95	Working expenses of R. & K. Rly.
+14	Working expenses of Bezwada and Dhono-Kurnool Railways.
+2,32,75	Contribution to Depreciation Reserve Fund on account of Company-worked lines.
—1,38	Working expenses of Jorhat (Provincial) Railway.
—85	Charges on worked lines of M. & S. M. Rly.
—1	Due to rounding off.
+2,30,13	

6.—Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passenger-carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (excluding refunds).	Earnings from goods-carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.											
Assam Bengal	3' 3 1/2"	1933-34	Rs. 56,16	Rs. 8,62	Rs. 64,71	Rs. 98,00	Rs. 88	Rs. 98,09	Rs. 22	Rs. 9,49	Rs. 1,73,11
		1934-35	54,49	9,30	63,71	1,13,61	1,03	1,14,47	24	13,65	1,02,08
Bengal and North-Western	3' 3 1/2"	1933-34	1,24,74	12,23	*1,31,63	2,11,60	1,89	*1,98,18	54	3,68	3,34,03
		1934-35	1,29,45	13,14	*1,36,00	2,18,49	2,11	*2,05,28	51	3,18	3,46,36
Bengal-Nagpur	5' 6"	1933-34	1,41,50	28,91	1,70,39	5,31,44	2,03	5,34,35	31	26,34	7,31,22
		1934-35	1,46,64	29,25	1,76,40	5,81,21	3,99	5,84,36	31	21,79	7,52,26
	2' 6"	1933-34	12,75	1,22	13,96	17,83	38	18,18	6	85	33,65
		1934-35	12,78	1,24	14,02	17,74	33	18,01	6	63	32,71
Bombay, Baroda and Central India.	5' 6"	1933-34	2,02,89	47,28	2,50,13	3,95,85	—3,23	3,91,77	50	12,98	6,53,98
		1934-35	2,03,08	50,23	2,54,16	3,98,04	—2,13	3,95,16	49	14,16	6,63,97
	3' 3 1/2"	1933-34	1,71,89	50,12	1,91,96	2,76,71	1,09	2,76,45	51	7,13	4,76,07
		1934-35	1,75,91	50,82	1,96,65	2,97,25	1,18	2,96,97	54	8,09	5,02,25
	2' 6"	1933-34	4,79	30	5,09	4,45	..	4,45	3	15	10,10
		1934-35	4,64	30	4,94	4,61	1	4,68	3	23	9,78
Burma	3' 3 1/2"	1933-34	86,59	12,36	98,86	2,52,03	41	2,52,18	32	15,11	3,62,47
		1934-35	89,42	12,57	1,00,92	2,65,35	45	2,65,50	33	11,28	3,78,31
	5' 6"	1933-34	1,12,42	22,46	1,34,57	1,95,62	1,60	1,92,98	23	6,45	3,41,53
		1934-35	1,18,21	26,28	1,44,40	2,10,91	8,10	2,18,70	20	12,20	3,75,59
Eastern Bengal	3' 3 1/2" and 2' 6"	1933-34	60,85	6,23	67,73	1,05,22	66	1,03,77	19	5,64	1,79,31
		1934-35	61,10	8,59	69,34	1,07,78	69	1,08,32	18	4,71	1,82,55
East Indian	5' 6"	1933-34	4,80,70	76,03	5,56,73	12,04,45	3,72	12,08,13	1,50	63,52	*18,22,58
		1934-35	5,02,47	71,61	5,74,10	12,70,87	4,09	12,74,88	1,18	37,68	*18,57,84
Great Indian Peninsula	5' 6"	1933-34	3,33,45	90,66	4,23,45	8,19,28	5,59	8,23,04	1,02	57,75	12,75,50
		1934-35	3,20,51	88,37	4,08,17	8,25,77	4,69	8,29,14	1,01	28,21	12,66,52
	2' 6"	1933-34	3,08	42	3,50	5,71	3	5,72	1	6	9,28
		1934-35	3,06	37	3,43	5,08	3	5,09	1	1	8,54
Jodhpur	3' 3 1/2"	1933-34	32,94	5,08	38,00	50,41	16	50,39	13	5,24	93,76
		1934-35	36,88	5,13	41,99	59,42	18	59,41	14	5,54	1,07,11
Madras and Southern Mahratta.	5' 6"	1933-34	1,35,67	28,67	1,67,26	2,53,13	80	2,53,53	20	14,02	4,35,01
		1934-35	1,36,38	28,81	1,65,05	2,50,17	86	2,50,69	17	14,36	4,30,27
	3' 3 1/2"	1933-34	87,75	16,53	1,04,20	12,23,18	84	2,34,84	24	9,54	13,48,52
		1934-35	84,64	16,01	1,00,60	12,08,04	93	2,10,06	25	6,71	13,26,62
Nizam's State	5' 6"	1933-34	30,83	8,91	39,66	91,27	57	91,61	34	2,07	1,33,68
		1934-35	30,66	9,25	39,83	95,72	57	96,15	36	2,15	1,39,49
	3' 3 1/2"	1933-34	26,42	3,40	29,79	45,61	31	45,84	22	1,21	75,06
		1934-35	26,37	3,26	29,62	44,24	29	44,46	24	1,18	75,50

* Excluding the Cawnpore-Burhal (3 3 1/2" gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and to totals with the sundry earnings of the E. I. Railway.

† Includes Harbour receipts and expenditure.

6.—Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	Total gross earnings (excluding refunds).
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I—contd.											
North Western (Commercial)	5' 6"	1933-34	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
		1934-35	\$	\$	\$	8,20,49	6,12	8,25,51	1,80	41,91	13,72,24
	2' 6"	1933-34	\$	\$	\$	8,82,41	5,53	8,85,99	1,58	43,98	14,28,72
		1934-35	\$	\$	\$	14,17	34	14,50	3	38	27,90
North Western (Military)	5' 6"	1933-34	\$	\$	\$	15,20	40	15,57	3	32	28,42
		1934-35	\$	\$	\$	72,05	42	72,37	18	2,78	1,21,52
	2' 6"	1933-34	\$	\$	\$	72,75	44	73,03	16	4,59	1,21,93
		1934-35	\$	\$	\$	2,58	4	2,61	1	13	4,68
North Western (Total)	5' 6" & 2' 6"	1933-34	\$	\$	\$	2,40	3	2,51	1	31	4,77
		1934-35	\$	\$	\$	2,40	3	2,51	1	31	4,77
Rohilkund and Kumaon	3' 3½"	1933-34	4,74,42	90,02	5,64,13	9,09,29	6,92	9,14,99	2,02	45,20	15,26,34
		1934-35	4,71,36	84,76	5,55,76	9,72,85	6,40	9,77,10	1,78	40,20	15,83,84
South Indian	5' 6"	1933-34	23,55	3,17	26,70	38,31	29	38,41	7	2,20	67,38
		1934-35	23,06	3,04	26,08	40,43	39	40,65	7	2,10	69,80
	6' 6"	1933-34	58,45	10,37	68,79	87,82	39	88,08	8	2,62	1,59,57
		1934-35	59,71	10,86	70,55	97,69	50	98,03	9	2,62	1,71,29
	3' 3½"	1933-34	1,86,82	15,47	2,02,18	1,60,75	2,20	1,62,64	30	13,58	3,78,70
		1934-35	1,83,49	15,24	1,98,60	1,66,67	2,29	1,68,66	30	11,10	3,78,75
Total Class I Railways	..	1933-34	99	7	1,06	1,14	1	1,15	..	3	2,24
		1934-35	86	6	93	1,32	1	1,33	Nil	2	2,28
CLASS II.*											
Barsi Light	2' 6"	1933-34	28,52,70	5,09,23	33,54,79	59,82,58	27,54	59,96,05	8,74	2,75,90	96,35,48
		1934-35	28,75,07	5,08,22	33,76,54	62,54,81	37,08	62,76,12	8,48	2,51,60	99,12,74
Bengal Doonars	3' 3½"	1933-34	7,98	1,03	9,01	10,48	8	10,56	3	42	20,02
		1934-35	7,02	88	7,90	9,70	8	9,78	4	38	18,10
Bhavnagar State	3' 3½"	1933-34	3,50	72	4,22	15,57	3	15,60	2	22	20,06
		1934-35	3,46	71	4,17	16,13	4	16,17	2	21	20,57
Bikaner State	3' 3½"	1933-34	14,48	1,55	16,03	17,03	8	17,11	46	65	34,25
		1934-35	15,20	1,60	16,89	17,43	7	17,50	54	1,29	36,22
Darjeeling-Himalayan	2' 0"	1933-34	15,05	1,74	16,79	18,24	6	18,30	19	1,03	36,31
		1934-35	16,43	1,82	18,25	19,51	7	19,58	19	79	38,81
Dibru-Sadiya	3' 3½"	1933-34	2,95	1,92	4,87	11,64	3	11,67	2	17	16,73
		1934-35	2,70	2,06	4,76	12,28	3	12,31	2	17	17,26
Gaekwar's Baroda State	3' 3½"	1933-34	4,58	69	5,27	14,45	3	14,48	2	41	20,18
		1934-35	4,32	67	4,99	15,54	3	15,57	2	41	20,99
	2' 6"	1933-34	12,83	81	13,64	7,44	2	7,46	3	12	21,25
		1934-35	13,48	95	14,43	8,58	3	8,61	4	26	23,31
Gondal	3' 3½"	1933-34	10,66	70	11,36	11,80	8	11,88	13	69	24,06
		1934-35	10,26	53	10,79	10,89	—2	10,87	13	83	22,02
Gondal	3' 3½"	1933-34	10,64	1,10	11,74	11,54	5	11,59	11	2,50	25,94
		1934-35	9,85	97	10,82	11,48	4	11,52	14	1,64	24,12

* Excludes refunds.
H530RAccts

§ Figures not required.

5.—Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds)
			Earnings from passengers carried (excluding refunds).	Other coaching earnings (excluding refunds).	Total coaching earnings (excluding refunds).	Earnings from goods carried (excluding refunds).	Other goods earnings (excluding refunds).	Total goods earnings (excluding refunds).	Electric telegraph earnings (excluding refunds).	Other miscellaneous earnings (excluding refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—contd.											
Howrah-Amta Light . . .	2' 0" {	1933-34	Rs. 7,08	Rs. 32	Rs. 7,40	Rs. 1,62	Rs. Nil	Rs. 1,62	Rs. Nil	Rs. 6	Rs. 9,03
		1934-35			Shown	under Class III Railways.					
Jamnagar Dwarka . . .	3' 3½" {	1933-34	5,98	55	6,53	6,60	2	6,62	4	81	14,00
		1934-35	6,38	60	6,98	7,09	10	7,19	5	69	14,91
Junagad State . . .	3' 3½" {	1933-34	7,26	68	7,94	7,45	2	7,47	5	64	16,10
		1934-35	7,65	60	8,25	8,01	3	8,04	7	51	16,87
Morvi . . .	3' 3½" {	1933-34	7,66	1,27	8,93	6,69	Nil	6,69	9	35	16,06
		1934-35	8,36	1,38	9,74	7,69	1	7,70	12	41	17,97
Mysore . . .	3' 3½" {	1933-34	15,44	1,23	16,67	11,30	20	11,50	1	53	28,71
		1934-35	14,77	1,18	15,95	11,60	19	11,79	1	61	28,36
	2' 6" {	1933-34	1,76	8	1,84	1,12	2	1,14	Nil	1	2,99
		1934-35	1,81	6	1,87	1,05	1	1,06	Nil	1	2,94
Shahdara (Delhi) Saharanpur Light.	2' 6" {	1933-34	12	1	13	39	Nil	39	Nil	Nil	52
		1934-35	12	1	13	31	Nil	31	Nil	Nil	44
Total Class II Railways . .	.. {	1933-34	1,32,72	14,60	1,47,32	1,58,45	76	1,59,21	1,20	8,69	3,16,42
		1934-35	1,26,67	14,18	1,40,85	1,60,57	74	1,61,31	1,39	8,29	3,11,84
CLASS III.											
Aden . . .	3' 3½" {	1933-34	*	*	*	*	*	*	*	*	*
		1934-35	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa . . .	2' 6" {	1933-34	81	2	83	26	Nil	26	Nil	2	1,11
		1934-35	82	3	85	20	Nil	20	Nil	2	1,07
Arrah-Sasaram . . .	2' 6" {	1933-34	2,04	8	2,12	91	—3	88	Nil	4	3,04
		1934-35	2,04	5	2,09	1,37	Nil	1,37	Nil	8	3,54
Bankura Damoodar River . .	2' 6" {	1933-34	84	3	87	71	Nil	71	Nil	3	1,61
		1934-35	70	3	82	48	Nil	48	Nil	3	1,33
Baraset-Basirhat Light . .	2' 6" {	1933-34	3,85	48	4,33	1,16	Nil	1,16	Nil	5	5,54
		1934-35	3,61	32	3,83	1,09	Nil	1,09	Nil	4	4,96
Bengal Provincial . . .	2' 6" {	1933-34	73	5	78	29	Nil	29	1	13	1,21
		1934-35	72	5	77	16	Nil	16	..	16	1,09
Bukhtiarpur-Bihar Light . .	2' 6" {	1933-34	1,38	6	1,43	77	—15	62	Nil	3	2,08
		1934-35	1,00	10	2,00	1,02	—3	99	Nil	5	3,04
Burdwan Katwa . . .	2' 6" {	1933-34	1,10	6	1,16	38	Nil	38	Nil	6	1,60
		1934-35	1,08	5	1,13	26	Nil	26	Nil	3	1,42
Cutch State . . .	2' 6" {	1933-34	89	16	1,05	47	12	59	Nil	4	1,68
		1934-35	1,05	18	1,23	62	14	76	Nil	2	2,01

* Information not available due to the closing of the Railway from 1st August 1929.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3' 3½"	1933-34 .	37,42	21.62	30,77	17.77	10,72	6.19	..	..
		1934-35 .	42,10	21.92	31,21	16.25	11,81	6.15	..	..
Bengal and North-Western	3' 3½"	1933-34 .	34,91	10.45	40,80	12.22	11,60	3.47	..	..
		1934-35 .	43,82	12.65	40,87	11.80	11,46	3.31	..	..
Bengal-Nagpur	5' 6"	1933-34 .	1,09,71	15.00	1,34,69	18.42	62,78	8.68	..	..
		1934-35 .	1,14,79	11.67	1,46,62	18.74	86,24	11.02	..	..
	2' 6"	1933-34 .	13,41	40.59	12,41	37.51	4,23	12.80	..	..
		1934-35 .	11,30	31.51	11,78	36.00	4,45	13.60	..	..
Bombay, Baroda and Central India.	5' 6"	1933-34 .	60,97	9.29	91,13	13.89	40,31	6.15	32,38	4.94
		1934-35 .	84,72	12.76	1,02,69	15.47	57,11	8.60	31,72	4.78
	3' 3½"	1933-34 .	51,89	10.90	91,21	19.16	32,44	6.81	10,41	2.19
		1934-35 .	48,01	9.56	94,88	18.89	37,15	7.40	10,24	2.04
	2' 6"	1933-34 .	2,30	22.77	2,47	24.46	53	5.28	7	0.66
		1934-35 .	2,05	20.01	2,86	29.21	68	6.89	12	1.22
Burma	3' 3½"	1933-34 .	85,69	23.38	80,61	21.97	30,37	8.29	..	..
		1934-35 .	91,08	24.07	80,81	21.36	30,62	8.09	..	..
Eastern Bengal	5' 6"	1933-34 .	81,26	23.80	68,14	20.00	40,77	11.90	..	..
		1934-35 .	81,26	21.60	73,75	19.60	41,66	11.10	..	..
	3' 3½"	1933-34 .	38,98	21.90	32,39	18.20	22,21	12.50	..	..
		1934-35 .	38,40	21.20	34,30	18.90	22,99	12.70	..	..
	2' 6"	1933-34 .	37	29.90	50	40.50	21	16.90	..	..
		1934-35 .	44	33.70	53	41.20	22	17.40	..	..
East Indian	5' 6"	1933-34 .	2,59,13	14.16	3,32,76	18.19	1,90,15	10.39	..	..
		1934-35 .	2,61,90	13.87	3,21,85	17.05	1,94,21	10.29	..	..
Great Indian Peninsula	5' 6"†	1933-34 .	2,04,54	16.02	2,43,48	19.08	1,28,24	10.05	92,24	7.23
		1934-35 .	2,10,92	16.64	2,32,75	18.37	1,24,10	9.79	95,31	7.52
	2' 6"‡	1933-34 .	1,02	12.41	1,57	19.00	31	3.77	..	..
		1934-35 .	85	11.08	1,44	18.78	54	6.95	..	..
Jodhpur	3' 3½"	1933-34 .	11,40	12.15	15,29	16.31	5,87	6.26	..	..
		1934-35 .	12,42	11.60	15,78	14.73	5,57	5.20	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be.

† Including Darwaha Pusad Railway (2' 6" Gauge).

‡ Excluding Darwaha Pusad Railway.

system for the years 1933-34 and 1934-35. (In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
										CLASS I.
6.60	3.81	23.92	13.82	11.91	6.88	8.16	4.72	1,29.50	74.81	Assam-Bengal.
7.54	3.92	22.53	11.73	12.01	6.25	8.90	4.63	1,36.10	70.85	
7.63	2.29	28.64	8.57	15.93	4.77	7.35	2.20	1,46.86	43.97	Bengal and North Western.
7.72	2.23	29.61	8.55	15.13	4.37	9.44	2.72	1,58.05	45.63	
6.49	0.88	95.45	13.06	42.87	5.86	47.75	6.53	4,99.74	68.33	Bengal-Nagpur.
7.00	0.90	94.69	12.11	42.95	5.49	44.71	5.72	5,37.00	68.65	
..	..	5.80	17.53	3.17	9.58	1.32	4.00	40.34	122.04	Bengal-Nagpur.
..	..	6.49	19.85	3.17	9.70	1.31	3.90	38.50	117.68	
..	..	69.61	10.61	28.25	4.31	28.36	4.32	3,51.01	53.51	Bombay, Baroda and Central India.
..	..	69.23	10.43	28.13	4.23	26.82	4.04	4,00.42	60.31	
..	..	42.45	8.92	23.59	4.96	18.17	3.82	2,70.22	56.76	Bombay, Baroda and Central India.
..	..	42.24	8.41	23.61	4.70	17.64	3.51	2,73.80	54.51	
..	..	1.20	11.94	54	5.36	17	1.63	7.28	72.10	Bombay, Baroda and Central India.
..	..	1.19	12.22	56	5.81	18	1.87	7.64	78.16	
3.33	0.91	43.53	11.88	18.29	4.99	19.23	5.25	2,80.98	76.67	Burma.
2.63	0.70	43.15	11.41	18.16	4.80	18.67	4.93	2,85.12	75.36	
..	..	54.36	15.90	22.95	6.72	24.96	7.31	2,92.44	85.63	Burma.
..	..	52.87	14.10	24.17	6.44	23.44	6.24	2,97.15	79.10	
4.79	2.69	26.79	15.00	9.53	5.35	9.33	5.24	1,44.02	80.88	Eastern Bengal.
5.06	2.79	27.62	15.20	9.40	5.18	9.22	5.09	1,46.99	81.10	
..	..	17	13.70	4	3.23	1	0.81	1.30	104.84	Eastern Bengal.
..	..	22	16.90	7	5.42	5	3.75	1.53	118.40	
1.75	0.10	2,18.13	11.92	75.56	4.13	86.68	4.74	11,64.16	63.63	East India.
1.59	0.08	2,32.44	12.31	80.80	4.28	87.97	4.66	11,80.76	62.54	
..	..	1,36.39	10.68	62.89	4.93	63.45	4.97	9,31.23	72.96	Great Indian Peninsula.
..	..	1,30.42	10.29	61.76	4.87	60.08	4.74	9,15.34	72.22	
..	..	67	8.09	6	0.68	9	1.05	3.72	45.90	Great Indian Peninsula.
..	..	61	6.60	4	0.66	8	0.93	3.46	45.00	
..	..	9.11	9.72	5.65	6.02	6.24	6.66	53.56	57.12	Jodhpur.
..	..	9.44	8.81	5.78	5.40	6.61	6.17	55.60	51.91	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.		
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
1	2	3	4	5	6	7	8	9	10	11	
CLASS I—concl'd.											
Madras and Southern Mahratta.	5' 6"	1933-34 .	56,43	13.00	87,52	20.10	26,32	6.05	..	..
		1934-35 .	52,52	12.20	87,67	20.40	43,29	10.10	..	..
	3' 3½"	1933-34 .	35,75	10.20	67,26	19.30	20,28	5.81	..	..
		1934-35 .	43,32	13.30	62,57	19.20	16,56	5.07	..	..
Nizam's State . . .	5' 6"	1933-34 .	16,63	12.44	19,11	14.30	8,90	6.65	..	..
		1934-35 .	16,75	12.09	20,42	14.74	8,66	6.26	..	..
	3' 3½"	1933-34 .	12,13	16.16	14,29	19.04	5,47	7.29	..	..
		1934-35 .	12,14	16.09	13,79	18.26	5,46	7.23	..	..
North Western (Commercial).	5' 6"	1933-34 .	2,67,18	19.47	2,99,73	21.84	1,37,17	10.00	..	..
		1934-35 .	2,74,44	19.21	3,02,13	21.14	1,42,30	9.96	..	..
	2' 6"	1933-34 .	12,59	43.30	11,41	38.85	4,46	15.13	..	..
		1934-35 .	13,73	48.31	14,63	51.47	4,99	17.57	..	..
North Western (Military)	5' 6"	1933-34 .	54,94	45.21	53,53	44.05	18,99	15.63	..	..
		1934-35 .	56,65	46.46	56,22	46.11	19,74	16.19	..	..
	2' 6"	1933-34 .	8,83	188.34	4,54	96.83	1,55	33.21	..	..
		1934-35 .	8,77	183.65	4,82	100.79	1,68	35.10	..	..
North Western (Total)	..	1933-34 .	3,43,54	22.51	3,69,21	24.19	1,62,17	10.62	..	..
		1934-35 .	3,53,59	22.33	3,77,80	23.86	1,68,71	10.65	..	..
Rohilkund and Kumaon .	3' 3½"	1933-34 .	7,82	11.60	9,76	14.48	3,79	5.62	..	..
		1934-35 .	8,29	11.87	9,39	13.46	4,36	6.24	..	..
South Indian . . .	5' 6"	1933-34 .	†	†	†	†	†	†	..	..
		1934-35 .	†	†	†	†	†	†	..	..
	3' 3½"	1933-34 .	†66,64	†12.33	†1,07,10	†19.81	†29,22	†5.41	4,99	0.92	
		1934-35 .	†68,80	†12.46	†1,08,41	†19.63	†30,95	†5.60	3,95	0.72	
	2' 6"	1933-34 .	†	†	†	†	†	†	..	..
		1934-35 .	†	†	†	†	†	†	..	..
	TOTAL CLASS I RAILWAYS	..	1933-34 .	15,31,94	15.90	18,52,43	19.22	8,36,89	8.69	1,40,12	1.45
			1934-35 .	15,99,50	16.14	18,72,17	18.88	9,06,80	9.14	1,41,34	1.43

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

† Included with 3' 3½" gauge.

‡ Includes 5' 6" and 2' 6" Gauges.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
										22
										Class I—concl'd.
..	..	35,46	8.15	21,50	4.94	20,43	1.70	2,47,66	56.94	} Madras and Southern Mahratta.
..	..	35,49	8.25	20,56	4.78	20,73	4.82	2,60,26	60.50	
5,67	1.63	29,71	8.53	17,44	5.00	13,98	4.01	1,90,09	54.48	
5,15	1.58	30,46	9.32	16,90	5.17	13,01	4.00	1,88,00	57.60	
..	..	10,55	7.89	7,97	5.96	5,73	4.29	68,89	51.53	} Nizam's State.
..	..	10,98	7.93	8,26	5.96	4,54	3.28	69,61	50.26	
..	..	8,01	10.66	7,01	9.34	4,33	5.77	51,24	68.26	
..	..	8,00	10.59	7,17	9.50	3,30	4.38	49,86	66.05	
..	..	1,53,61	11.19	73,23	5.34	57,35	4.18	9,88,27	72.02	} North Western (Commercial).
..	..	1,54,75	10.83	71,69	5.02	56,27	3.94	10,01,58	70.10	
37	1.33	5,06	17.13	1,43	4.66	90	2.83	36,22	123.23	
34	1.20	5,67	19.04	1,59	5.60	2,05	7.20	43,00	151.29	
..	..	19,65	16.17	11,85	9.75	7,71	6.34	1,66,67	137.15	} North Western (Military).
..	..	19,78	16.23	11,59	9.50	7,15	5.87	1,71,13	140.36	
7	1.44	1,06	41.86	99	21.15	43	9.07	18,37	391.90	
7	1.41	1,95	40.76	90	18.92	47	9.86	18,66	390.49	
44	0.03	1,80,28	11.81	87,50	5.73	66,39	4.35	12,09,53	79.24	} North Western (Total).
41	0.02	1,82,15	11.50	85,77	5.42	65,94	4.16	12,34,37	77.94	
..	..	6,03	8.96	4,24	6.29	23	0.35	31,87	47.30	} Rohilkund and Kumaon.
..	..	4,48	6.42	4,02	5.75	1,79	2.57	32,33	46.31	
†	†	†	†	†	†	†	†	90,24	56.55	} South Indian.
†	†	†	†	†	†	†	†	92,15	53.80	
‡2,94	‡0.54	‡51,13	‡9.46	‡31,07	‡5.75	‡22,43	‡4.15	2,21,56	58.51	
‡3,12	‡0.56	‡49,83	‡9.02	‡29,99	‡5.43	‡27,03	‡4.89	2,26,17	59.71	
†	†	†	†	†	†	†	†	3,72	166.07	
†	†	†	†	†	†	†	†	3,76	165.00	
39,64	0.41	10,77,39	11.18	4,97,96	5.17	4,54,79	4.72	64,31,16	66.74	} TOTAL CLASS I RAILWAYS.
40,22	0.41	10,84,04	10.94	4,98,41	5.03	4,51,49	4.55	65,93,97	66.52	

† Included with 3' 3½" gauge.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light . . .	2' 6"	1933-34 .	1,45	7.25	3,81	19.04	89	4.47	..	..
		1934-35 .	1,48	8.20	3,56	19.66	92	5.08	..	..
Bengal Dooars . . .	3' 3½"	1933-34 .	4,08	20.34	1,96	9.77	68	3.39	..	..
		1934-35 .	3,82	18.57	2,14	10.40	74	3.64	..	..
Bhavnagar State . .	3' 3½"	1933-34 .	3,31	9.67	6,64	19.38	1,89	5.51	..	..
		1934-35 .	3,15	8.68	5,70	15.74	1,76	4.86	..	..
Bikaner State . . .	3' 3½"	1933-34 .	5,97	16.44	8,72	24.02	2,83	7.79	..	..
		1934-35 .	5,56	14.33	8,99	23.16	2,67	6.88	..	..
Darjeeling-Himalayan§ .	2' 0"	1933-34 .	1,90	11.36	3,50	20.92	1,10	6.57	..	..
		1934-35 .	2,01	11.65	3,42	19.81	1,26	7.30	..	..
Dibru-Sadiya . . .	3' 3½"	1933-34 .	2,38	11.79	4,10	20.32	2,21	10.95	..	..
		1934-35 .	2,57	12.25	3,99	19.01	2,87	13.67	..	..
Gaekwar's Baroda State.	3' 3½"	1933-34 .	1,72	8.08	3,22	15.16	39	1.85	..	..
		1934-35 .	3,34	14.32	4,89	20.97	1,10	4.69	..	..
	2' 6"	1933-34 .	3,12	12.96	3,82	15.90	1,41	5.85	..	..
		1934-35 .	5,68	25.12	4,70	20.70	1,76	7.78	..	..
Gondal	3' 3½"	1933-34 .	4,03	15.54	4,54	17.50	94	3.64	..	..
		1934-35 .	2,13	8.81	3,94	16.35	1,31	5.43	..	..
Howrah-Amta Light .	2' 0"	1933-34 .	1,45	15.97	1,56	17.14	95	10.43	..	..
		1934-35 .	Shown under Class III Railways.							
Jamnagar Dwarka . .	3' 3½"	1933-34 .	2,01	14.35	2,83	20.23	76	5.40	..	..
		1934-35 .	1,56	10.43	2,91	19.52	1,07	7.20	..	..
Junagad State . . .	3' 3½"	1933-34 .	2,05	12.70	2,67	16.58	87	5.39	..	..
		1934-35 .	2,59	15.38	2,76	16.34	97	5.72	..	..
Morvi	3' 3½"	1933-34 .	1,03	6.40	3,14	19.52	76	4.75	..	..
		1934-35 .	1,11	6.15	3,19	17.78	61	3.39	..	..
Mysore	3' 3½"	1933-34 .	4,88	16.96	10,87	37.87	1,94	6.75	..	..
		1934-35 .	4,66	16.44	10,71	37.78	2,12	7.45	..	..
	2' 6"	1933-34 .	41	13.79	93	31.17	15	5.19	..	..
		1934-35 .	48	16.60	1,11	37.55	22	7.46	..	..
	2' 0"	1933-34 .	6	11.27	12	23.92	3	5.43	..	..
		1934-35 .	6	12.80	13	29.86	3	5.61	..	..
Shahdara (Delhi) Saharanpur Light.	2' 6"	1933-34 .	1,30	12.64	1,13	11.15	37	3.64	..	..
		1934-35 .	1,38	16.57	1,03	12.32	25	3.08	..	..
TOTAL CLASS II RAILWAYS	..	1933-34 .	41,15	13.01	63,56	20.09	18,17	5.74	..	..
		1934-35 .	41,58	13.33	63,17	20.26	19,66	6.30	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
 † Includes the Darjeeling Himalayan Extension Rly.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	
—	—	1.72	8.59	2.97	14.81	1.11	5.53	11.95	59.69	CLASS II.
—	—	1.68	9.29	2.90	16.02	80	4.40	11.34	62.65	Barsi Light.
20	1.00	2.14	10.66	2.06	10.27	65	3.24	11.77	58.67	Bengal Dooars.
19	0.92	2.21	10.74	2.12	10.30	66	3.20	11.88	57.77	
—	—	4.18	12.23	2.29	6.69	80	2.33	19.11	55.81	Bhavnagar State.
—	—	4.06	11.21	2.33	6.43	93	2.58	17.93	49.50	
—	—	3.59	9.89	2.57	7.08	1.31	3.60	24.99	68.82	Bikaner State.
—	—	3.70	9.53	2.61	6.73	1.40	3.61	24.93	64.24	
—	—	2.70	16.14	1.65	9.86	1.08	6.46	11.93	71.31	Darjeeling Himalayan.‡
—	—	2.51	14.54	1.53	8.86	1.07	6.20	11.80	68.36	
—	—	1.89	9.37	1.49	7.38	9	0.45	12.16	60.26	Dibru-Sadiya.
—	—	1.93	9.19	1.53	7.29	8	0.38	12.97	61.79	
..	..	1.88	8.85	1.08	5.09	‡1.71	8.04	10.00	47.07	Gaekwar's Baroda State.
..	..	2.70	11.59	1.06	4.53	29	1.23	13.38	57.33	
—	—	3.14	13.04	1.59	6.63	‡3.99	16.57	17.07	70.95	
—	—	3.02	13.35	1.50	6.61	39	1.72	17.05	75.37	
—	—	2.32	8.92	1.16	4.46	40	1.55	13.39	51.61	Gondal.
..	—	2.28	9.46	1.10	4.59	38	1.57	11.14	46.21	
—	—	1.53	16.91	61	6.74	34	3.69	6.44	70.88	Howrah-Amta Light.
—	—	Shown	under	Class	III	Railways				
—	—	1.65	11.75	1.10	7.88	54	3.84	8.89	63.45	Jamnagar Dwarka.
—	—	1.60	10.75	96	6.42	45	3.00	8.55	57.32	
—	—	2.05	12.74	94	5.86	49	3.06	9.07	56.33	Junagad State.
—	—	1.82	10.81	95	5.61	37	2.19	9.46	56.05	
—	—	1.89	11.74	64	4.01	2.62	16.32	10.08	62.74	Morvi.
..	—	1.86	10.36	75	4.17	2.32	12.88	9.84	54.73	
—	—	4.29	14.95	2.17	7.54	1.18	4.13	25.33	88.20	Mysore.
—	—	4.72	16.65	2.28	8.05	1.24	4.36	25.73	90.73	
—	—	44	14.77	22	7.40	13	4.29	2.28	76.61	
..	—	49	16.71	24	8.12	13	4.35	2.67	90.79	
..	—	7	14.03	4	7.16	2	3.92	34	65.73	Shahdara (Delhi) Saharanpur Light.
..	—	7	17.47	4	8.43	2	4.64	35	78.81	
..	—	92	9.01	49	4.84	19	1.90	4.40	43.18	
..	—	91	11.26	57	6.83	20	2.40	4.37	52.46	
20	0.06	36.10	11.50	23.07	7.29	16.65	5.26	1,99.20	62.95	TOTAL CLASS II RAILWAYS.
19	0.06	35.59	11.41	22.47	7.21	10.73	3.45	1,03.39	62.02	

‡ Includes Rs. 1.53 on account of contribution to Depreciation Reserve Fund.

§ Includes the Darjeeling Himalayan Extension Railway.

† Includes Rs. 3.60 on account of contribution to Depreciation Reserve Fund.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2' 6"	{ 1933-34 . 1934-35 .	22 25	20·14 23·60	31 24	27·71 21·93
Arrah-Sasaram Light	2' 6"	{ 1933-34 . 1934-35 .	1,24 †1,24	40·83 35·03	55 †55	18·08 15·54
Bankura-Damoodar River	2' 6"	{ 1933-34 . 1934-35 .	41 36	25·60 27·34	37 39	23·05 29·45
Baraset-Basirhat Light	2' 6"	{ 1933-34 . 1934-35 .	1,05 97	19·39 19·47	1,57 1,39	26·33 27·88
Bengal Provincial	2' 6"	{ 1933-34 . 1934-35 .	23 22	19·01 20·46	43 36	35·54 33·07
Bukhtiarpur-Bihar Light	2' 6"	{ 1933-34 . 1934-35 .	41 47	19·55 15·50	56 64	27·19 20·80
Burdwan-Katwa	2' 6"	{ 1933-34 . 1934-35 .	31 28	19·51 19·54	40 36	24·73 25·65
Cutch State	2' 6"	{ 1933-34 . 1934-35 .	24 28	14·34 14·02	53 61	31·38 30·30
Dehri-Rohitas Light	2' 6"	{ 1933-34 . 1934-35 .	22 27	12·90 11·58	40 58	23·59 24·78
Dholpur State	2' 6"	{ 1933-34 . 1934-35 .	16 17	10·11 9·50	47 49	29·10 28·01
Futwah-Islampur	2' 6"	{ 1933-34 . 1934-35 .	28 31	24·15 24·90	22 23	18·61 18·58

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

† The figures for the year 1934-35 not being available those for the year 1933-34 have been adopted.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—contd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses.		Total Working Expenses.		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	
								CLASS III.
24	21.38	18	15.96	3	2.92	98	88.11	Ahmadpur-Katwa.
23	21.42	17	16.38	2	1.83	91	85.16	
47	15.30	30	10.05	9	2.82	2.65	87.08	Arrah-Sasaram Light.
†47	13.23	†30	8.47	†9	2.51	†2.65	74.86	
27	16.88	29	17.66	7	4.14	1.11	87.33	Bankura-Damodar River.
24	17.83	28	21.04	4	2.63	1.31	98.29	
1.00	18.02	45	8.05	15	2.71	4.22	76.50	Banshet-Basirhat Light.
1.03	20.81	45	9.14	17	3.40	4.01	80.70	
25	20.06	19	15.70	2	1.65	1.12	92.56	Bengal Provincial.
23	20.75	18	16.52	2	1.56	1.01	92.36	
43	20.81	27	12.80	6	2.59	1.73	82.94	Bukhtiarpur-Bihar. Light.
42	13.90	30	9.70	6	2.00	1.89	61.90	
30	18.93	22	13.81	6	3.68	1.29	80.66	Burdwan-Katwa.
28	19.53	22	15.23	3	2.22	1.17	82.17	
17	10.15	14	8.56	..	0.03	1.08	64.46	Cutch State.
20	10.15	19	9.36	1	0.26	1.29	64.09	
14	8.64	24	13.97	3	1.69	1.03	60.79	Dehri-Rohas Light.
17	7.45	24	10.40	3	1.38	1.29	55.59	
16	9.70	15	9.37	1	0.43	.95	58.71	Dholpur-State.
17	9.89	16	9.05	1	0.59	1.00	57.04	
21	17.95	15	12.43	3	2.20	.89	75.34	Futwah-Islampur.
21	17.20	15	12.31	3	2.11	.93	75.10	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—concl'd.						
Gwalior Light	1' 0"	{ 1933-34 1934-35	1,06 1,06	13·33 14·62	2,43 3,08	31·42 42·43
Howrah Amta Light	2' 0"	{ 1933-34 1934-35	Shown 1,42	under 15·39	class II 2,36	Railways. 25·59
Howrah-Sheakhala Light	2' 0"	{ 1933-34 1934-35	34 30	18·78 17·53	51 48	28·60 28·53
Jagadhri Light	2' 0"	{ 1933-34 1934-35	1 2	7·32 10·60	5 5	35·10 40·17
Jessore-Jhenidah	2' 6"	{ 1933-34 1934-35	§ §	§ §	§ §	§ §
Jorhat (Provincial)	2' 0"	{ 1933-34 1934-35	33 20	32·34 24·48	52 50	51·65 41·28
Kalighat-Falta	2' 6"	{ 1933-34 1934-35	36 32	20·67 20·72	64 64	36·33 41·45
Kulasekarapatnam Light	2' 0"	{ 1933-34 1934-35	28 23	30·02 31·06	42 37	45·37 51·12
Matheran Light	2' 0"	{ 1933-34 1934-35	16 12	16·33 13·64	32 25	32·65 28·40
Porbandar State	3' 3½"	{ 1933-34 1934-35	26 27	8·50 8·22	70 72	22·50 21·59
Tezporc-Balipara	2' 6"	{ 1933-34 1934-35	15 18	10·10 11·74	39 42	25·08 27·39
Trivellore Light	2' 0"	{ 1933-34 1934-35	.. ..	2·30 0·50	.. 1	16·90 74·70
Udaipur-Chitorgarh	3' 3½"	{ 1933-34 1934-35	1,01 1,21	16·34 20·09	2,10 1,89	33·95 31·39
TOTAL CLASS III RAILWAYS . . . . .	.	{ 1933-34 1934-35	8,73 10,24	18·34 17·87	13,89 10,61	29·19 28·98

*Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Information not available.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—concl'd.

Expenses of Traffic Department.		Expenses of General Departments.		Miscellaneous Expenses		Total Working Expenses		Railway System.
Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—concl'd.
72	9.33	73	9.45	44	5.64	5.38	69.17	} Gwalior Light.
73	10.10	71	9.77	40	5.60	5.98	82.52	
	Shown	under	class II	Railways	..	..	..	} Howrah Amta Light.
1,55	16.79	62	6.72	31	3.39	0.26	67.88	
38	21.16	24	13.18	8	4.31	1.55	86.03	} Howrah-Sheakhala Light.
38	22.53	23	13.78	7	4.23	1.46	86.60	
3	25.84	2	14.77	1	3.75	12	89.78	} Jagadhri Light.
3	24.43	2	14.62	..	1.62	12	91.44	
\$	\$	\$	\$	\$	\$	\$	\$	} Jessore-Jhenidah.
\$	\$	\$	\$	\$	\$	\$	\$	
40	39.97	12	12.27	4	4.17	1.41	140.43	} Jorhat (Provincial).
42	34.89	12	10.41	5	4.09	1.38	115.15	
34	19.13	29	16.34	11	6.50	1.71	98.97	} Kalighat-Falta.
31	20.11	27	17.16	7	4.82	1.61	104.26	
13	14.06	3	3.54	..	..	86	92.99	} Kulasekarapatnam Light.
13	17.25	3	4.21	..	..	76	103.64	
11	11.22	21	21.43	1	1.02	81	82.65	} Matheran Light.
9	10.23	12	13.64	3	3.41	61	69.32	
34	10.89	41	13.30	10	3.15	1.81	58.34	} Porbandar State.
35	10.40	45	13.67	13	3.86	1.92	57.74	
27	17.37	20	12.77	5	3.39	1.05	68.71	} Terapore-Balipara.
27	17.79	20	13.16	8	5.00	1.15	75.17	
1	67.20	1	24.90	1	37.60	3	148.90	} Trivellore Light.
1	99.70	..	45.50	1	46.70	3	267.10	
49	7.94	33	5.29	16	2.65	4.09	65.20	} Udaipur-Chitorgarh.
56	9.30	30	4.98	17	2.82	4.13	68.76	
6,86	14.42	5,17	10.86	1,56	3.28	36,21	76.09	} TOTAL CLASS III RAILWAYS.
8.48	14.80	5.71	9.96	1,83	3.19	42,57	74.89	

STATISTICAL STATEMENTS.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935.				TRACK MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3' 3½"	1-7-05	1,131.43	..	..	1,131.43	1,131.43	227.58	19.24	1,378.25
	Chaparmukh-Silghat . . .	3' 3½"	30-3-20	50.81	..	..	50.81	50.81	3.68	..	54.49
	Katakhal Lalabazar . . .	3' 3½"	1-4-23	23.40	..	..	23.40	23.40	1.04	..	24.53
	Mymensingh-Bhairab Bazar	3' 3½"	20-6-17	100.68	..	..	100.68	100.68	18.78	0.30	119.62
	Total—1 . . .			1,306.41	..	..	1,306.41	1,306.41	251.08	19.60	1,577.09
2	Bengal and North Western—	3' 3½"	2-4-84	1,269.73	..	..	1,269.73	1,269.73	273.62	31.87	1,575.22
	Mashrak-Thawe	3' 3½"	12-1-31	39.32	..	..	39.32	39.32	3.82	1.05	45.69
	Tirhoot	3' 3½"	1-11-75	793.46	10.05	..	803.51	813.56	197.11	20.56	1,031.23
	Total—2 . . .			2,102.51	10.05	..	2,112.56	2,122.61	471.55	54.38	2,651.54
3	Bengal-Nagpur—	5' 6"	27-11-88	2,156.95	251.81	..	2,411.76	2,666.63	619.38	153.10	3,480.11
	Central India Coal-fields . .	5' 6"	17-6-28	53.84	..	..	53.84	53.84	3.36	1.02	59.12
	Mayurbhanj	2' 6"	20-1-05	70.64	..	..	70.64	70.64	3.61	0.10	74.35
	Parlakimedi Light	2' 6"	1-4-00	56.30	..	..	56.30	56.30	1.83	1.33	59.46
	Purulia-Ranchi	2' 6"	15-11-07	116.54	..	..	116.54	116.54	10.91	0.05	127.50
	Raipur-Dhamtari	2' 6"	10-9-00	56.04	..	..	56.04	56.04	4.61	0.65	62.20
	Satpura	2' 6"	18-4-03	625.92	..	..	625.92	625.92	62.24	12.14	700.30
	Tumsar-Tirodi Light . . .	2' 0"	1-4-16	4.20	..	..	4.20	4.20	0.31	..	4.51
	Total—3 . . .			3,141.33	254.84	..	3,396.17	3,651.01	727.25	169.20	4,547.55

for the year 1934-35.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COM- MENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	Stateline.	Assam Bengal—
..	} Branch lines under gua- rantee terms	Chaparmukh-Silgha.
..		Katakhal-Lalabazar.
..		Mymensingh-Bhairab Bazar.
						Branch line under gun- rantee and rebate terms.	
		Total—1.
..	Line subsidized by the Government of India.*	Bengal and North Western.
..	} State lines.	Mashrak-Thawe.
..		Tirhoot
		
							Total—2.
..	..						
..	State lines.	Benzal Nagpur—
..	State line.	Central India Coal-fields.
..	Branch line under rebate terms	Mayurbhanj.
..	Unassisted company's line.	Parlakimedi Light
..	} State lines.	Purulia-Ranchi.
..		Raipur-Dhamtari.
..		Satpura.
..		Tumsar-Tirodi Light.
		
							Total—3.

*Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935				TRACK MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Double line.	Troble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5' 6"	10-2-60	770.27	239.50	*10.44	1,035.30	1,332.04	357.49	96.00	1,786.43
	Nagda-Ujjain . . .	5' 6"	15-7-90	34.79	..	..	34.79	34.79	3.61	1.80	40.20
	Gackwar's Petlad . . .	5' 6"	5-5-90	21.42	..	..	21.42	21.42	1.28	2.45	25.15
	Tarapur-Cambay State . .	5' 6"	20-6-01	12.35	..	..	12.35	12.35	1.48	2.33	16.16
	Tapti Valley . . .	5' 6"	1-12-98	155.72	..	..	155.72	155.72	7.51	3.01	167.14
	Bombay, Baroda and Central India.	3' 3½"	14-2-73	1,878.40	2.82	..	1,881.28	1,881.10	390.71	26.00	2,301.74
	Ahmedabad-Parantij . . .	3' 3½"	1-5-97	88.73	..	..	88.73	88.73	8.70	1.49	98.92
	Dhrangadra . . .	3' 3½"	1-6-98	40.28	..	..	40.28	40.28	5.24	13.20	58.81
	Jaipur State . . .	3' 3½"	10-11-05	181.11	..	..	181.11	181.11	11.08	..	193.07
	Palanpur—Dessa . . .	3' 3½"	8-11-93	17.11	..	..	17.11	17.11	1.47	..	18.58
	Bombay, Baroda and Central India.	2' 6"	23-11-14	72.28	..	..	72.28	72.28	5.16	3.50	80.91
	Champaner-Shivrajpur-Pant	2' 6"	2-2-11	30.68	..	..	30.68	30.68	3.59	3.07	37.61
	Godhra-Lunavada . . .	2' 6"	4-2-13	25.40	..	..	25.40	25.40	1.78	0.85	28.12
	Nadiad-Kapadvanj . . .	2' 6"	5-3-13	28.18	..	..	28.18	28.18	3.48	1.39	33.05
	Rajpipla State . . .	2' 6"	1-7-97	58.00	..	..	58.00	58.00	2.92	1.10	62.17
	Piplod-Devged Baria . .	2' 6"	1-1-29	9.52	..	..	9.52	9.52	0.55	1.02	11.09
	Total—4 . . .			3,430.45	242.41	10.44	3,692.30	3,992.76	807.25	159.25	4,950.30
5	Burma	3' 3½"	1-5-77	1,853.04	206.85	..	2,059.89	2,206.74	458.19	127.39	2,832.32

* 0.20 miles troble and 19.18 miles quadruple.

for the year 1934-35—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	Bombay, Baroda and Central India—
..	} Indian State lines.	Nagda-Ujjain.
..		Gackwar's Petlad.
..		Tarapur Cambay State.
..	Branch line under rebate terms.	Tapti Valley.
..	State line.	Bombay, Baroda and Central India.
..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	} Indian State lines.	Dhrangadra.
..		
..		
..		Jaipur State.
..	Indian State line.	Palanpur-Dessa.
..	State line.	Bombay, Baroda and Central India.
..	} Branch lines under rebate terms.	Champaner-Shivrajpur Pani.
..		Godhra-Lunavada.
..		Nadiad-Ekapadvanj.
..	} Indian State lines.	Rajpipla State.
..		Piplod-Dergad Baria.
..		
..		Total—4.
..	State line.	Burma.
..		
..		Total—5.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1935.				TRACK MILEAGE OPEN ON 31st MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal— . . .	5' 6"	2-1-02	676-64	145-13	22-60 (quadruple).	844-77	1,058-70	450-63	30-40	1,539-73
	Sara-Sirajganj . . .	5' 6"	1-7-15	51-42	..	..	51-42	51-42	25-03	..	80-35
	Eastern Bengal . . .	3' 3½"	28-8-77	1,031-75	7-20	..	1,039-04	1,046-33	301-37	8-86	1,356-56
	Cooch Behar State . . .	3' 3½"	18-9-03	33-09	..	..	33-09	33-09	2-42	0-29	35-70
	Eastern Bengal . . .	2' 6"	18-7-81	17-14	..	..	17-14	17-14	1-29	..	18-42
	Khulna Dagerhat . . .	2' 6"	10-6-18	19-75	..	..	19-75	19-75	1-05	..	21-70
	Total—6 . . .			1,832-10	153-42	22-60	2,008-21	2,220-43	813-58	30-54	3,062-55
7	East Indian— . . .	5' 6"	15-8-51	3,226-58	939-42	61-12	4,216-12	5,308-70	1,690-05	180-46	7,190-11
	Hardwar-Dehra . . .	5' 6"	1-3-04	32-04	..	..	32-04	32-04	6-20	..	37-24
	South Bihar . . .	5' 6"	5-7-09	75-82	..	..	75-82	75-82	1-55	..	82-17
	Cawnpore-Burhwal link . . .	3' 3½"	24-11-00	(a) 65-73	..	..	(a) 65-73	(a) 65-73	14-02	1-03	81-51
	Total—7 . . .			3,409-17	939-42	61-12	4,401-71	5,482-29	1,716-59	182-15	7,381-03
8	Great Indian Peninsula (b)	5' 6"	18-4-53	2,357-59	775-62	32-74	3,165-76	4,020-50	919-47	187-07	5,146-94
	Bhopal-Itarsi (Indian State Section).	5' 6"	1-11-84	56-64	..	..	56-64	56-64	22-62	1-55	80-81
	Bhopal-Ujjain . . .	5' 6"	11-11-05	113-46	..	..	113-46	113-46	6-54	3-28	123-28
	Bina-Goonna-Baran . . .	5' 6"	23-9-05	147-07	..	..	147-07	147-07	7-89	2-17	157-13
	Darwahn-Pusad . . .	2' 6"	15-12-31	42-80	..	..	42-80	42-80	2-34	0-36	45-50
	Dhond-Paramatti . . .	2' 6"	20-5-14	27-30	..	..	27-30	27-30	1-10	0-50	28-09
	Ellichpur-Ycetmal . . .	2' 6"	1-12-13	117-81	..	..	117-81	117-81	5-77	2-64	126-22
	Pachora-Jamner . . .	2' 6"	1-4-18	34-62	..	..	34-62	34-62	1-07	0-89	37-48
	Pulgaon-Arvi . . .	2' 6"	25-9-17	21-83	..	..	21-83	21-83	1-15	0-24	23-20
	Total—8 . . .			2,910-03	775-62	32-74	3,727-29	4,601-03	968-92	190-60	5,768-55

† Includes 16-70 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barananki.

‡ 30-54 miles treble, 25-60 miles quadruple, 4-01 miles quintuple, 0-08 miles sextuple and 0-86 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2-18 miles of E. I. Railway metre gauge line at Benaras.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, viz., 12-26 miles) and Cawnpore-Banda Railways.

for the year 1931-35—contd.

RAILWAYS—contd.

ROUTE MILEAGE CREDITED IN 1930 FOR YEAR 1931 V.		ROUTE MILEAGE AUTHORITY FD, PUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1935				Classification	Name of Railway
Section	Miles	SCHEDULED BUT NOT COM- PLETED		UNDER CONSTRUCTION			
		Section	Miles	Section	Miles		
13	14	15	16	17	18	19	20
..	State line.	Eastern Bengal—
..	Branch line under rebate terms.	Fara Garjgar
..	State line.	Eastern Bengal.
..	Indian State line.	Cooch Behar State.
..	State line.	Eastern Bengal.
..	Branch line under rebate terms.	Kishna-Purnea
..		Total—6.
..	State line.	East Indian—
..	Branch line under gua- rantee terms.	Hardwar-Delra.
..	State line, §	South Bihar.
..	State line, §	Cawnpore-Burhwal etc.
..		Total—7.
..	State line.	Great Indian Peninsula (2) —
..	Indian State lines	Phopal Haral (In 1st State Section)
..		Phopal Ujjain.
..		Bans-Godan-Bharat.
..	State line.	Daraha Paradi.
..	Branch line under re- bate terms.	Dhawal Bara val.
..		Madhupur-Yamuna.
..		Pachera-Jamuna.
..		Pachera-Jamuna.
..		Total—8.

§ Although a branch line, it is for convenience treated as a State line.

§ Under running power agreement, the R. & N. W. Ry. company ran and had their trains and trucks over the line.

(a) Lines scheduled for construction within 5 years against which work has not commenced are not shown.

(b) Lines under construction, but in which work has been suspended for long periods, including the period shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1935.				TRACK MILEAGE OPEN ON 31st MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
	Jodhpur—	3' 3½"	24-6-82	751·36	..	..	751·36	751·36	101·34	13·26	865·96
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	174·41	..	..	174·41	171·41	39·22	4·41	218·04
	Mirpur Khas-Khadro . . .	3' 3½"	1-1-12	49·50	..	..	49·50	49·50	3·49	1·49	54·48
	Total—9			975·27	..	..	975·27	975·27	144·05	19·16	1,138·48
10	Madras and Southern Mahratta—	5' 6"	1-7-56	1,667·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	326·80	10·04	1,515·24
	Kolar Gold-fields (M. S. Ry.) .	5' 6"	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5' 6"	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,660·68	1·15	..	1,661·83	1,662·98	248·66	4·35	1,915·99
	Alnavar-Dandeli (Provincial) .	3' 3½"	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Hanjar (M. S. Ry.)	3' 3½"	11-8-84	210·49	..	..	210·49	210·49	29·90	..	240·39
	Bezwada-Masulipatam . . .	3' 3½"	4-2-08	51·80	..	..	51·80	51·80	8·96	0·09	60·85
	Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)	3' 3½"	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State	3' 3½"	21-4-01	29·27	..	..	29·27	26·27	1·89	..	31·16
	Sangli State	3' 3½"	1-4-07	4·00	..	..	4·00	4·00	0·42	..	5·32
	West of India Portuguese . .	3' 3½"	17-1-87	51·04	..	..	51·04	51·04	22·13	1·58	74·75
	Total—10			3,177·00	49·32	3·71	3,230·03	3,290·48	648·81	19·16	3,958·45
11	Nizam's State—	5' 6"	9-10-74	330·18	..	..	330·18	330·18	63·99	11·39	405·56
	Bezwada Extension	5' 6"	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5' 6"	1-2-24	145·69	..	..	145·69	145·69	5·30	2·72	153·71
	Karipalli-Kothagudem . . .	5' 6"	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5' 6"	14-1-30	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch	3' 3½"	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley .	3' 3½"	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2·22	458·75
	Parbhani-Purli	3' 3½"	16-10-29	39·44	..	..	39·44	39·44	2·08	..	41·52
	Secunderabad-British Frontier	3' 3½"	1-2-16	138·80	9·28	..	148·08	157·39	16·00	0·05	173·41
	Lronachallam Kurnool . . .	3' 3½"	1-1-00	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—11			1,330·05	17·82	..	1,347·87	1,365·69	169·15	16·38	1,551·22

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachallam station yards.

for the year 1934-35—contd.
RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
		Section.	Miles.	Section.	Miles		
13	14	15	16	17	18	19	20
..	Marwar Junction— Phulad.	15·88	} Indian State line.	Jodhpur—
..		
..	Jhudo-Pithoro	64·11	State line.	Jodhpur Hyderabad (British Section).
..	Line subsidised by the Government of India (a).	Mirpur Khas-Khadra.
		79·99		Total—9.
**	**0·00	..	..	..	..	State line.	Madras and Southern Mahratta—
..	Indian State line.	Kolar Gold-fields. (M. S. Ry.)
..	District Board line.	Tenali-Repalle.
..	} State lines.	Madras and Southern Mahratta.
..		
..		Alnavar-Dandeli (Provin- cial).
..		Bangalore-Haribar (b). (M. S. Ry.)
..	District Board line.	Bezawada-Masulipatam.
..	State line.	(b) Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)
..	} Indian State lines.	Kolhapur State.
..		Sangli State.
..	Foreign line.	West of India Portuguese.
	0·30		..		..		Total—10
..	Indian State line.	Nizam's State—
..	State line.	Bezawada Extension.
..	} Indian State lines.	Karipet-Balharshah.
..		Karipalli-Kothagudam.
..		Vikarabad-Bidar.
..		Hingoli Branch.
..		Hyderabad-Godavar V I ley Parbhani-Purli.
..	} State line.	Secunderabad British Frontier.
..		Dronachellam Kurnool.
		Total 11

(a) Receives land only from Government.

(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Ry. they are treated as State lines.

** In connection with the proposed facilities for passenger traffic near the river at Kottipalli (near station named Somagundam) a length of 0·30 miles of main line has been increased from 1st October 1934.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines under construction but on which work has been held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1935.				TRACK MILEAGE OPEN ON 31st MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5' 6"	13-5-61	4,668.37	883.47	..	5,551.84	6,435.31	1,718.55	213.53	8,367.39 (a)
	Shahdara Narowal . . .	5' 6"	21-12-26	48.23	..	..	48.23	48.23	1.49	..	49.72
	Amritsar-Patti-Kasur . . .	5' 6"	21-9-06	54.81	..	..	54.81	54.81	7.44	..	62.25
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5' 6"	4-4-28	151.51	..	..	151.51	151.51	6.88	..	158.39
	Jind-Panipat (Indian State Section).	5' 6"	1-11-16	25.94	..	..	25.94	25.94	0.86	0.86	27.60
	Jullundur-Mukerian . . .	5' 6"	1-1-15	45.08	..	..	45.08	45.08	3.74	..	48.82
	Phagwara-Rahon (including Jaijon Extension).	5' 6"	1-4-15	46.03	..	..	46.03	46.03	5.57	..	51.60
	Jammu-Kashmir (Indian State Section).	5' 6"	15-3-90	15.86	..	..	15.86	15.86	3.08	..	18.94
	Khanpur-Chachran . . .	5' 6"	2-7-11	21.98	..	..	21.98	21.98	2.83	..	24.81
	Ludhiana-Dhuri-Jakhal . . .	5' 6"	10-4-01	78.58	..	..	78.58	78.58	6.19	..	84.77
	Mandra-Bhaun	5' 6"	1-5-15	46.68	..	..	46.68	46.68	2.21	1.40	50.29
	Rajpura-Bhatinda	5' 6"	1-11-84	107.78	..	..	107.78	107.78	20.86	0.08	128.72
	Sialkot-Narowal	5' 6"	10-11-15	38.70	..	..	38.70	38.70	5.89	..	44.59
	Sirhind-Rupar	5' 6"	26-2-28	30.96	..	..	30.96	30.96	3.67	0.93	35.56
	Jacobabad-Kashmir	2' 6"	1-12-14	76.46	..	..	76.46	76.46	3.98	..	80.44
	Kalka-Simla	2' 6"	9-11-03	59.93	..	..	59.93	59.93	8.44	1.83	70.20
	Kangra Valley	2' 6"	1-12-28	102.89	..	..	102.89	102.89	0.21	1.15	113.35
	Zhob Valley	2' 6"	1-1-21	173.84	..	..	173.84	173.84	12.43	18.87	205.14
	Kohat-Thal	2' 6"	1-4-03	61.86	..	..	61.86	61.86	6.12	4.22	72.20
	Larkana-Jacobabad	2' 6"	16-2-22	53.22	..	..	53.22	53.22	3.25	..	56.47
	Mari-Indus (Kalabagh-Banna) and Laki-Pozu-Tank-Manzai.	2' 6"	15-6-13	157.48	..	..	157.48	157.48	15.30	11.81	184.59
	Total—12			6,066.29	883.47	..	6,949.76	7,833.23	1,847.99	254.68	9,935.90

(a) Nok Kundi—Zahidan (137.27 miles, single line and 11.01 miles sidings) and Landi Kotal—Landi Khana (5.00 miles, single line) sections closed to traffic, not included.

for the year 1934-35—contd.

RAILWAYS—contd.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	State line.	North Western—
..		
..	Branch line under guar- antee terms with the Pun- jab Govt.	Shahdara-Narowal.
..		Amritsar-Patti-Kasur.
..	Indian State lines.	Bahawalnagar-Fort-Abbas- Kut-Al-Imara.
..		Jind-Panipat (Indian State Section).
..	Branch lines under re- bate terms.	Jullundur-Mukerian.
..		Phagwara-Rahon (includ- ing Jaijon Extension).
..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..		Khanpur-Chachran.
..	Branch line under rebate terms.	Ludhiana-Dhuri-Jakhal.
..		Mandra-Bhaun.
..	Indian State line.	Rajpura-Bhatinda.
..	Branch line under re- bate terms.	Sialkot-Narowal.
..	Indian State line.	Sirhind-Rupar.
..	Branch line under re- bate terms.	Jacobabad-Kashmor.
..	State line.	Kalka-Simla.
..	Under guarantee terms with the Punjab Govern- ment.	Kangra Valley.
..	State lines.	Zhob Valley.
..		Kohat-Thal.
..	Branch line under rebate terms.	Larkana-Jacobabad.
..	State line.	Mari-Indus (Kalabagh- Bannu) and Laki-Pezu- Tank-Manzai.
..		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1935.			TRACK MILEAGE OPEN ON 31st MARCH 1935.				
				Single line.	Double line	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkand and Kumaon—	3' 3½"	12.10.81	258.72	..	..	258.72	258.72	31.35	3.85	296.02
	Lucknow-Bareilly . .	3' 3½"	12.10.81	310.00	1.16	..	312.06	313.22	62.08	12.00	387.30
	Total—13 .			569.62	1.16	..	570.78	571.94	96.43	15.04	684.31
14	South Indian — . . .	5' 6"	23.5.60	598.97	..	..	598.97	598.97	156.43	2.51	737.91
	Shoranur Cochin . . .	5' 6"	**21.10.31	64.69	..	..	64.69	64.69	11.59	*0.82	*77.10
	South Indian	3' 3½"	15.7.61	1,460.79	4.84	15.55	1,501.18	1,537.12	310.50	16.95	1,853.67
	Nilgiri	3' 3½"	15.6.99	28.06	..	..	28.06	28.06	4.65	..	33.61
	Peralam-Karaikkal . .	3 3½"	14.3.98	14.65	..	..	14.65	14.65	2.12	..	16.77
	Pcdanur-Pollachi . . .	3' 3½"	15.10.15	25.04	..	..	25.04	25.04	4.42	..	29.46
	Pondicherry	3' 3½"	15.12.70	7.85	..	..	7.85	7.85	2.14	0.18	10.17
	Tinnevely-Tiruchendur .	3' 3½"	24.2.23	38.18	..	..	38.18	38.18	4.09	..	42.27
	Travancore (British Section) .	3' 3½"	1.6.02	50.33	..	..	50.33	147.97	26.15	0.59	174.71
	Travancore (Indian State Section).	3' 3½"	1.6.04	97.64	..	..	97.64				
	Morappur-Hosur	2' 6"	18.1.06	73.31	..	..	73.31	73.31	4.37	..	77.68
	Tirupattur-Krishnagiri . .	2' 6"	18.9.05	25.38	..	..	25.38	25.38	2.51	..	27.89
	Total—14 .			2,505.79	4.84	15.55	2,526.18	2,562.12	517.97	21.05	3,101.14
Total Class I .				31,609.15	3,530.12	155.16	38,294.43	42,251.01	9,641.85	1,297.57	53,190.43

*Includes 0.42 miles of M. Gauge.

** Date of conversion from 3' 3½" gauge to 5' 6" gauge (3' ½" gauge first opened on 2nd June 1902).

for the year 1934-35—contd.

RAILWAYS—concl'd.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.	10	20
13	14	15	16	17	18		
..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	State line.	Lucknow-Bareilly.
		Total—13.
..	State line.	South Indian—
..	Indian State line.	Shoranur Cochin.
..	..	Agastiyampalli point Calimere extension.	5·40	..	..	State line.	South Indian.
..	State line.	Nilgiri.
..	Foreign line.	Peralam-Karaikkal.
..	District Board line.	Podanur-Pollachi.
..	Foreign line.	Pondicherry.
..	District Board line.	Tinnevely-Tiruchendur.
..	State line.	Travancore (British Sec- tion).
..	State line.*	Travancore (Indian State Section).
..	} State lines.	Mcappur-Hosur.
..		Tirupattur-Krishnagiri.
	..		5·40		..		Total—14.
	0·30		5·40		79·99		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
(CLASS II)

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1935.	TRACE MILEAGE OPEN ON 31st MARCH 1935.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS II RAILWAYS.								
1	Barsi Light	2' 6"	1-3-97	202.57	202.57	22.39	224.96	Line subsidized by the Government of India.*
2	Bengal Doonam	3' 3½"	15-1-03	39.50	39.50	7.68	47.18	Line sub-idized by District Board.
	Bengal Doonam Extensions	3' 3½"	20-4-00	121.16	121.16	17.75	138.91	Line subsidized by the Government of India.*
	Total—2			160.66	160.66	25.43	186.00	
3	Bhavnagar State	3' 3½"	20-12-80	307.01	307.01	51.36	358.37	} Indian State Lines.
4	Rikaner State	3' 3½"	9-12-91	795.85	795.85	80.88	876.73	
5	Darjeeling Himalayan	2' 0"	23-8-80	51.07	51.07	10.70	61.77	Line subsidized by Local Government. Branch line under rebate terms.
	Darjeeling Himalayan Extensions	2' 0"	16-3-14	95.44	95.44	4.60	100.13	
	Total—5			146.51	146.51	15.39	161.90	
6	Dibru-Sadiya	3' 3½"	15-8-82	86.02	86.02	28.53	114.55	Line subsidized by Local Government. Unassisted Company's line.
	Ledo and Tikak Margherita	3' 3½"	17-2-84	5.50	5.50	24.32	29.82	
	Total—6			91.52	91.52	52.85	144.37	
7	Gaekwar's Baroda State	3' 3½"	21-3-87	255.12	255.12	34.33	289.45	} Indian State lines.
	Khijadiya-Dhari†	3' 3½"	1-3-13	37.46	37.46	4.59	42.05	
	Gaekwar's Baroda State	2' 0"	8-4-73	333.06	333.06	54.86	387.92	
	Bodoli Chhota Udaipur	2' 0"	1-12-17	22.67	22.67	2.02	24.69	
	Total—7			648.31	648.31	95.80	744.11	
8	Gondal	3' 3½"	10-1-81	106.24	106.24	17.32	123.56	
	Jetalpur Rajkot	3' 3½"	12-4-93	46.16	46.16	9.74	55.90	
	Total—8			152.40	152.40	27.06	179.46	
9	Jamnagar-Dwarka	3' 3½"	1-4-22	65.02	65.02	3.99	69.01	Branch line under guarantee and rebate terms.
	Jamnagar	3' 3½"	8-4-97	154.22	154.22	12.83	167.05	
	Okhamandal	3' 3½"	15-11-22	37.21	37.21	5.04	42.25	
	Total—9			157.35	157.35	21.86	179.21	
10	Junagad State	3' 3½"	1-9-88	199.00‡	199.00‡	22.80	221.80	Indian State lines.
11	Morvi	3' 3½"	4-3-05	132.26	132.26	27.41	159.67	} Line guaranteed by Indian State. Indian State line.
12	Mysore	3' 3½"	1-2-81	321.90	321.90	41.84	363.74	
	Bangalore-Chik Ballapur Light	2' 6"	6-4-15	38.63	38.63	4.95	107.15	
	Kolar District	2' 6"	15-12-13	63.57	63.57			
	Tarikere Narasimharajapura	2' 0"	22-5-15	26.60	26.60	2.62	29.22	Indian State line.
	Total—12			450.70	450.70	49.41	500.11	
13	Shahdara (Delhi)-Saharanpur Light	2' 6"	7-5-07	92.50	92.50	10.06	102.56	Line subsidized by the Government of India*.
	Total Class II			3,536.73	3,536.73	502.70	4,039.43	

* Receives land only from Government.

† Taken over from Gondal Railway on 1st April 1934.

‡ Includes 3.93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.

§ Includes 0.73 mile of Durgam-Chaur quarry line and 0.53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1934-35—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1935				Name of Railway 16
Section. 10	Miles. 11	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section. 12	Miles. 13	Section. 14	Miles. 15	
						CLASS II RAILWAYS.
..	Barsi Light.
..	Bengal Doocars.
..	Bengal Doocars Extensions.
	Total—2.
..	Bhavnagar State.
..	Bikaner State.
..	Darjeeling Himalayan.
..	Darjeeling Himalayan Extensions.
	Total—5.
..	Dibru-Sadiya.
..	Ledo and Tikak Margherita.
	Total—6.
..	Gackwar's Baroda State.
..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
					16·10	
	Gackwar's Baroda State.
..	Bodeli Chhota Udaipur.
					16·10	Total—7.
..	Gondal.
..	Jetalsar Rajkot.
	Total—8.
	..					
..	Jamnagar-Dwarka.
..	Jamnagar.
..	Okhamandal.
	Total—9.
Prachi Road to Jamwala- Jamwala Dolwada.	7·05 24·22 31·27	..	..	Visavadar to Talala.	29·44 29·44	Junagad State. Total—10.
Morvi Navl- akhi. Arasalu to Anandapuram.	20·93 9·59	..	..	..	..	Morvi—11. Mysore.
..	Bangalore-Chik Ballapur Light.
..	Kolar District.
..	Tarikere Narasimharajapura.
	9·59		..		..	Total—12.
..	Shabdara (Delhi)-Ssharanpur Light.
	70 70		..		45·54	Total Class II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1935.	TRACK MILEAGE OPEN ON 31st MARCH 1935.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
CLASS III RAILWAYS.								
1	Ahmadpur-Katwa . . .	2' 0"	30.5.17	32.26	32.60	2.87	35.46	Branch line under guarantee terms.
2	Arrah-Sasaram . . .	2' 6"	0.3.11	65.10	65.16	5.15	70.31	Line subsidized by District Board.
3	Bankura-Damoodar River . .	2' 0"	15.12.16	69.95	69.33	7.43	67.76	Branch line under guarantee terms.
4	Baraset-Basirhat Light . .	2' 6"	1.2.05	62.24	62.24	4.76	67.00	Line subsidized by District Board.
5	Bengal Provincial . . .	2' 6"	7.11.04	33.27	33.27	2.31	35.58	Unassisted Company's line.
	Dasghara-Jamalpurgunj . .	2' 6"	1.9.17	8.31	8.31	0.77	9.08	Branch line under guarantee terms.
	Total—5 . . .	..	..	41.58	41.58	3.08	44.66	
6	Bukhtiarpur-Bihar Light . .	2' 6"	1.7.03	33.00	33.00	2.97	35.97	Line subsidized by District Board.
7	Burdwan-Katwa . . .	2' 6"	1.12.15	32.47	32.90	4.08	36.98	Branch line under guarantee terms.
8	Cutch State . . .	2' 0"	1.5.05	72.00	72.00	4.49	76.49	Indian State line.
9	Dehri-Rohas Light . . .	2' 6"	6.2.11	25.51	25.51	7.46	32.99	Line subsidized by the Government of India.
10	Dholpur State . . .	2' 0"	24.2.08	55.44	55.44	5.83	61.27	Indian State line.
11	Futwah-Islampur . . .	2' 6"	24.1.22	27.00	27.00	1.65	28.65	Branch line under guarantee terms.
12	Gwalior Light . . .	2' 0"	2.12.09	294.02	294.02	30.28	325.20	Indian State line.
13	Howrah-Amta Light . . .	2' 0"	1.7.07	43.87	43.87	6.59	50.76	} Lines subsidized by District Board.
14	Howrah-Sheakhala Light . .	2' 0"	2.8.07	10.75	10.75	1.41	21.16	
15	Jagadhri Light . . .	2' 0"	11.8.11	3.31	3.31	0.55	3.86	} Unassisted Companies' lines.
16	Jessore Jhenidah . . .	2' 6"	1.10.13	36.75	36.75	1.76	38.51	
17	Jorhat (Provincial) . . .	2' 0"	13.9.83	32.50	32.50	2.04	34.54	State line.
18	Kalighat-Falta . . .	2' 0"	28.5.17	26.25	26.42	5.96	32.38	Branch line under guarantee terms.
19	Kulasekarapatnam Light . .	2' 0"	18.7.15	26.75	26.75	..	26.75	Unassisted Company's line.
20	Matheran Light . . .	2' 0"	22.3.07	12.61	12.61	1.02	13.63	Line subsidized by the Government of India.
21	Porbandar State . . .	3' 3½"	1.10.89	†41.29	†41.29	8.45	49.74	Indian State line.
22	Tezpore-Balipara Light . .	2' 6"	9.8.04	20.10	20.10	2.42	22.52	Line subsidized by District Board.
23	Trivellore Light . . .	2' 0"	17.9.21	2.37	2.37	0.14	2.51	Unassisted Company's line.
24	Udaipur-Chitorgarh . . .	3' 3½"	1.8.95	132.39	132.39	18.31	150.70	Indian State line.
	TOTAL CLASS III . . .	..	..	1,189.47	1,190.88	129.02	1,319.90	

* Includes 1.08 miles of Gwalior Palace siding (5'-6" gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1.55 miles of Porbandar Dock Estate line and 3.70 miles of Ranwa quarry line worked for goods traffic.
‡ Receives Land only from Government.

for the year 1934-35—concd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1935.				Name of Railway.
Section.	Miles.	SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
		Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
..	CLASS III RAILWAYS.
..	0.22	..	..	Ahmadpur-Katwa.
..	Arrah-Sasaram.
..	Bankura-Damoodar River.
..	0.10	..	..	Baraset-Bagirhat Light.
..	Bengal Provincial.
..	Dagghara-Jamalpurganj
	Total—5
..	Bukhtiarpur-Bihar Light.
..	Burdwan-Katwa.
..	Cutch State.
..	Dehri-Rohas Light.
..	Dholpur State.
..	Futwah-Islampur.
..	Gwalior Light.
..	0.07	..	..	Howrah-Amta Light.
..	0.20	..	..	Howrah-Sheakhala Light.
..	Jagadhri Light.
..	Jessore Jhenidah.
..	Jorhat (Provincial).
..	Kalighat-Falta.
..	Kulasekarapatnam Light.
..	Matheran Light.
..	Porbandar State.
..	Tezpor-Balipara Light.
..	Trivellore Light.
..	Khambhigat-Phulad Jn.	13.11	Udaipur-Chitorgarh.
	..		0.68		13 11	TOTAL CLASS III

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—Description of Class I Railways worked during the year 1934-35.

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percent- age.	Average amount of curva- ture per mile (De- grees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Len- gth (in miles).	Inclina- tion.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur .	2,522.5	410	<i>Nil</i>	8.11	215.0	894.2	200.7	1,318.0	2.30	1 in 60	5.75	1,000	16.0	14.3
Bombay, Baroda & Central India.	1,250.6	255	<i>Nil</i>	1.35	0.48	261.4	97.3	360.5	0.88	1 in 80	5.75	996	14.6	19.9
Eastern Bengal .	895.5	233	<i>Nil</i>	<i>Nil</i>	0.65	3.42	10.3	14.4	0.65	1 in 100	6.00	955	13.1	10.5
East Indian .	4,448.5	750	0.16	23.0	66.1	304.6	135.4	529.3	0.15	1 in 50	8.00	712	15.0	9.80
Great Indian Pen- insula.	3,553.4	508	20.8	24.3	91.5	1,047.1	414.3	1,598.0	0.16	1 in 34	9.55	600	20.4	15.6
Madras and South- ern Mahratta.	1,157.2	245	<i>Nil</i>	14.1	36.0	185.7	109.0	344.8	0.80	1 in 60	7.96	720	22.8	9.72
Nizam's State .	688.1	101	<i>Nil</i>	<i>Nil</i>	153.7	220.8	30.7	405.2	2.52	1 in 100	4.40	1,300	18.9	20.2
North Western .	6,263.6	953	99.0	118.6	249.5	265.1	259.3	991.5	2.75	1 in 25	12.6	455	12.2	13.7
South Indian .	761.2	154	<i>Nil</i>	33.4	65.7	135.5	55.2	289.8	1.16	1 in 62	7.16	800	34.8	24.7
Total .	21,549.6	3,609	120.0	222.9	878.6	3,317.8	1,312.2	5,851.5						
3' 3 3/4" GAUGE.										(d)				
Assam Bengal .	1,319.1	299	10.3	47.8	31.2	182.3	39.8	311.4	10.1	1 in 37	15.0	382	14.8	35.2
Bengal and North Western.	2,190.9	366	0.11	1.52	3.73	8.41	8.73	22.5	0.11	1 in 50	8.73	656	10.0	7.96
Bombay, Baroda & Central India.	2,208.5	342	3.40	0.48	19.4	393.9	235.2	652.3	3.40	1 in 40	8.00	716	9.55	10.3
Burma .	2,059.9	458	105.9	47.9	109.6	240.1	186.4	689.9	3.50	1 in 25	17.0	337	15.4	37.3
Eastern Bengal .	1,069.8	213	0.34	0.63	3.97	40.7	47.5	93.1	0.34	1 in 50	11.4	500	11.1	10.9
East Indian .	65.7	1	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	0.65	2.80	3.45	0.65	1 in 200	7.66	748	14.7	11.6
Jodhpur .	975.0	149	0.51	<i>Nil</i>	1.55	227.0	68.5	297.6	0.51	1 in 50	8.00	716	8.68	11.2
Madras and South- ern Mahratta.	2,079.6	320	17.6	54.1	629.3	392.4	116.3	1,209.7	1.95	1 in 40	12.0	479	20.7	31.2
Nizam's State .	659.8	110	<i>Nil</i>	<i>Nil</i>	6.68	350.6	174.8	532.1	0.78	1 in 100	5.00	1,146	10.7	8.83
Rohilkund and Kumaon.	562.0	104	<i>Nil</i>	4.85	8.44	13.8	23.6	50.7	3.31	1 in 70	12.0	479	8.70	8.22
South Indian .	1,802.0	433	24.0	35.3	90.8	368.4	137.1	655.6	1.51	1 in 13	11.5	500	18.1	16.6
Total .	14,992.3	2,795	162.2	192.6	904.7	2,218.3	1,040.7	4,518.4						
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur .	926.3	143	0.51	44.2	163.5	205.0	54.9	458.1	0.51	1 in 50	14.0	409	18.6	33.3
Bombay, Baroda & Central India.	224.2	66	2.28	1.73	29.7	34.6	11.6	79.9	0.35	1 in 50	28.7	200	17.6	43.3
Eastern Bengal .	36.9	14	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	15.0	382	25.0	42.3
Great Indian Pen- insula.	244.4	44	<i>Nil</i>	1.81	60.8	63.4	14.5	140.5	0.80	1 in 80	12.0	478	22.6	41.3
North Western .	685.8	90	111.3	46.9	88.4	93.2	42.7	382.5	0.80	1 in 20	52.1	110	21.6	125.2
South Indian .	98.7	15	<i>Nil</i>	32.8	11.9	19.4	2.50	66.6	2.39	1 in 67	6.00	955	30.2	62.2
Total .	2,216.3	372	114.1	127.4	344.3	415.6	126.2	1,127.6						
GRAND TOTAL .	38,758.2	6,776	396.3	542.9	2,127.6	5,951.7	2,479.1	11,497.5						

Mean mileage worked.

Number of Stations.

(a) { Class II Railways
Class III Railways

3,534.5

658

1,195.2

241

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5.73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9.56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(g) The figure is for plain section, the figure for ghat section being 322.4°.

(f) The steepest gradient worked on other than the Nilgiri Mountain Rly. is 1 in 53 and the length 0.31 mile.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935.

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—By gauges.

Railway.	LOCOMOTIVES.						RAIL MOTORS.			STEAM COACHES.			ELECTRIC MOTOR COACHES.			
	Steam.			Elect- ric.	Total tractive effort lbs.		No.	Seats.		No.	Seats.		No. (in units.)	Seats.		Aver- age weight in tons.
	Tend- er.	Tank.	Total.		Steam.	Electric.		Upper.	Lower.		Upper.	Lower.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE.																
Bengal-Nagpur . . .	624	63	(d)687	..	20,699,367	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	326	35	361	2	9,420,472	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal . . .	229	74	303	..	7,510,793	..	..	..	..	1	..	..	..	..	..	..
East Indian . . .	1,213	381	1,594	..	37,192,635	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	701	95	796	65	21,035,977	2,048,000	..	..	..	..	..	..	53	..	4,388	67
Madras and Southern Maharatta.	244	60	304	..	7,553,646	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	82	4	86	..	2,121,726	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	1,136	†96	†11,232	2	31,927,562	58,352	1	7	..	7	30	525	..	..	..	..
South Indian . . .	146	6	152	..	3,41,632	..	..	..	..	..	..	..	..	..	..	..
Total . . .	4,701	814	5,515	69	140,803,810	2,116,352	1	7	..	13	90	1,015	93	..	9,188	69
3' 3½" GAUGE.																
Assam-Bengal . . .	190	15	205	..	2,926,367	..	..	..	..	..	..	..	..	..	..	..
Bengal and North West- ern.	372	14	386	..	4,946,984	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	401	65	*466	..	7,055,553	..	..	..	..	3	36	307	..	..	..	..
Burma	300	89	389	..	6,897,705	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	210	4	214	..	3,303,152	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,389,415	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Maharatta.	354	5	359	..	5,895,286	..	..	..	..	..	..	..	..	..	..	..
Nizam's State . . .	75	12	87	..	1,321,293	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	73	3	76	..	1,012,983	..	..	..	..	..	..	..	..	..	..	..
South Indian . . .	322	66	388	(b) 6	5,434,207	(c) 41,600	3	..	220	..	..	..	24	481	550	38
Total . . .	2,400	277	2,677	(b)6	40,242,945	(c) 41,600	3	..	220	7	36	587	24	481	550	38
2' 6" GAUGE.																
Bengal-Nagpur . . .	101	14	115	..	1,550,557	..	..	..	..	3	18	99	..	..	..	..
Bombay, Baroda and Central India.	7	19	26	..	225,649	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal . . .	..	10	10	..	37,549	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western . . .	69	29	98	..	1,401,062	..	6	70	..	3	..	108	1	16	..	13
South Indian . . .	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total ¹ . . .	197	85	282	..	3,608,677	..	6	70	..	6	18	204	1	16	..	..

* Includes 1 Engine on hire with the G. B. S. Rly.
(a) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(b) Includes 2 Battery Tenders.

† Includes one Petrol Locomotive.
(c) For 4 Electric Locomotives only.
(d) Includes 1 Engine lent to the Tata Iron and Steel Co., Ltd

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK.—Broad and metre gauges.

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					Four-wheelers.				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	487	180	340	4,576	41,106	18	108	..	72	42
Bombay, Baroda and Central India . . .	(a) 442	(b) 1,506	(c) 5,455	..	(d) 41,052	32	..	64	..	1,053
Eastern Bengal	270	446	93	798	30,624	27	97	48	280	724
East Indian	1,198	889	1,968	10,494	112,040	306	252	333	..	16,484
Great Indian Peninsula	*676	1,579	1,439	82	†61,141	15	..	48	..	646
Madras and Southern Mahratta . . .	208	80	300	..	22,910	165	..	205	36	7,130
Nizam's State	47	..	..	..	6,098	21	12	188	..	708
North Western	1,064	208	427	3,805	113,101	129	14	396	658	4,524
South Indian	141	78	104	..	13,838	..	..	..	..	..
Total	4,533	4,975	10,126	10,755	445,033	713	483	1,282	1,046	32,211
3' 3½" GAUGE.										
Assam-Bengal	236	..	..	..	16,630	..	..	..	..	..
Bengal and North Western	431	11	..	725	38,360	(g) 605	186	330	1,352	22,048
Bombay, Baroda and Central India . . .	667	120	60	..	51,963	214	378	600	..	3,044
Purma	403	44	..	..	32,323	107	48	48	..	3,567
Eastern Bengal	313	228	..	510	21,355	(i) 64	96	..	132	1,368
Jodhpur	70	8	..	..	5,423	57	33	80	312	692
Madras and Southern Mahratta . . .	320	48	243	..	21,042	115	72	156	..	2,794
Nizam's State	44	..	..	..	4,146	(j) 55	90	240	..	1,755
Rohilkund and Kumaon	70	..	..	..	6,492	(h) 110	96	78	70	3,372
South Indian	(e) 786	712	514	..	(f) 50,775	8	..	..	..	244
Total	3,400	1,171	817	1,205	248,509	1,335	999	1,538	1,860	38,884

* Includes 101 bogies Electric Stock.

(a) Includes 120 bogies Electric Stock.

(b) Includes 720 1st class seats of Electric Stock.

(c) Includes 4,600 2nd class seats of Electric Stock.

(d) Includes 8,720 III class seats of Electric Stock.

† Includes 10,680 third class seats of Electric Stock.

(e) Includes 48 Trailer Electric Coaches.

(f) Includes 3,456 third class seats of Electric Stock.

(g) Includes 384 six-wheelers.

(h) Includes 34 six-wheelers.

(i) Includes 8 six-wheelers.

(j) Six-wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd

B.—COACHING STOCK—Broad and metre gauges—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										Railway.
Bogies.					Four-wheelers.					
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
5' 6" GAUGE.										
150	1,519	2,538	1,528	1,577	15	84	152	17	29	Bengal Nagpur.
100	1,266	2,351	150	1,927	9	54	18	..	..	Bombay, Baroda and Central India.
257	2,110	3,156	9,812	8,924	13	88	128	54	72	Eastern Bengal.
502	3,441	6,783	10,710	13,796	21	138	201	43	67	East Indian.
†307	‡2,952	‡5,750	1,724	‡7,484	1	6	12	..	..	Great Indian Peninsula.
148	518	1,747	2,183	6,312	27	94	164	95	125	Madras and Southern Mahratta.
24	254	716	..	430	8	48	103	..	..	Nizam's State.
(j) 705	4,584	6,191	11,439	29,477	69	516	627	..	20	North Western.
64	696	1,738	..	1,060	..	..	..	..	..	South Indian.
2,257	17,350	30,970	37,516	70,987	163	1,028	1,405	209	313	Total.
3' 3½ GAUGE.										
193	1,246	1,166	1,902	4,302	..	..	..	..	..	Assam Bengal.
75	482	684	1,144	1,176	(k) 119	567	576	460	964	Bengal and North Western.
141	1,176	1,578	162	1,801	32	192	192	..	..	Bombay, Baroda and Central India.
167	1,398	2,664	..	1,972	6	36	48	..	..	Burma.
156	1,018	947	1,996	2,719	(m) 34	156	156	94	106	Eastern Bengal.
43	134	198	672	921	11	29	42	13	..	Jodhpur.
130	502	945	512	2,713	17	68	102	..	..	Madras and Southern Mahratta.
14	132	295	..	196	|| 8	51	110	..	..	Nizam's State.
25	147	216	350	722	(l) 20	67	69	139	139	Rohilkund and Kumaon.
156	1,075	2,308	177	1,966	5	30	40	..	..	South Indian.
1,100	7,310	10,941	6,945	18,488	252	1,196	1,325	706	1,209	Total.

† Includes 51 Bogies Electric Stock.

‡ Includes 641 first, 2,043 second and 1,542 third class seats of Electric Stock; and excludes 100 Dining seats.

|| Six Wheeled.

(j) Includes 2 Steam Coach Trailers.

(k) Includes 90 six-wheelers.

(l) Includes 6 six-wheelers.

(m) Includes 24 six-wheelers.

10.—Statement of Equipment showing the actual stock running on *Class I Railways on the 31st March 1935*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					Four-wheelers					No. (in units).	Seats.	No. (in units).	Seats.
	No.	Seats by classes.				No.	Seats by classes.							
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" GAUGE.														
Bengal Nagpur . . .	135	..	..	276	7,780	5	..	..	52	120	..	..	13	380
Bombay, Baroda and Central India.	90	16	..	1,998	4,395	..	..	..	..	..	..	..	15	480
Eastern Bengal . . .	209	..	..	1,094	17,520	5	..	..	56	127	..	..	2	72
East Indian . . .	510	26	46	738	31,042	12	..	..	..	499	..	..	19	504
Great Indian Peninsula .	237	91	238	113	11,854	..	..	..	..	..	58	†3,288	29	990
Madras and Southern Mahratta.	131	..	..	..	7,925	15	..	..	..	410	..	..	5	142
Nizam's State . . .	17	..	..	..	656	2	..	..	..	72	..	..	..	..
North Western . . .	477	248	224	1,615	23,085	..	..	..	..	..	18	1,152	36	868
South Indian . . .	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total .	1,914	453	652	5,834	110,747	39	..	..	108	1,228	76	4,440	121	3,500
3' 3½" GAUGE.														
Assam Bengal . . .	141	..	..	1,470	3,642	48	..	..	..	192	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	(a)21	..	..	..	516	..	..	*2	4
Bombay, Baroda and Central India.	187	..	..	..	9,595	..	..	..	..	..	..	..	5	(b)160
Burma	225	100	48	..	9,575	14	..	..	..	278	..	..	3	61
Eastern Bengal . . .	155	..	..	156	6,232	4	..	..	..	63	..	..	2	30
Jodhpur	58	..	..	..	3,214	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	130	..	..	72	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State . . .	21	..	128	..	577	*5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon .	19	..	..	53	977	*1	..	..	13	19	..	..	1	25
South Indian . . .	307	..	18	..	15,597	1	..	..	..	22	..	..	8	150
Total .	1,285	100	194	1,751	55,865	253	..	..	13	3,336	..	..	27	562

* Six-Wheeled.

† 84 first class and 3,204 third class.

(a) Includes 13 six-wheelers.

(b) Includes 72 Dining seats of 6 Bogie 1st, 2nd and Dining Cars included in the number 141 shown under column 12, page 81.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
5' 6" GAUGE.									
..	..	..	..	6	32	..	..	829	Bengal Nagpur.
1	7	..	..	13	156	*10	111	712	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	788	Eastern Bengal.
16	48	..	..	23	149	§1	..	2,608	East Indian.
5	15	..	..	20	139	..	..	1,348	Great Indian Peninsula.
2	4	†1	2	3	21	†2	12	707	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	141	Nizam's State.
27	118	..	..	22(b)	104	..	..	2,547	North Western.
..	..	..	..	2	16	..	..	317	South Indian.
64	253	6	14	98	673	13	123	9,997	Total.
3' 3½" GAUGE.									
1	2	1	5	1	3	..	..	623	Assam-Bengal.
1	2	†2	4	..	..	(a)14	22	1,312	Bengal and North Western.
6	22	1	1	16	94	1	2	1,270	Bombay, Baroda and Central India.
3	4	..	..	15	(d)105	..	..	1,003	Burma.
2	4	..	..	2	5	..	..	732	Eastern Bengal.
..	..	..	..	..	..	..	..	247	Jodhpur.
2	4	..	..	1	6	4	12	874	Madras and Southern Mahratta.
4	29	†1	4	1	3	†1	4	154	Nizam's State.
..	..	..	..	..	..	(c)3	4	249	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,276	South Indian.
21	71	5	14	39	254	23	44	7,740	Total.

* Includes 3 six wheelers.

† Includes 3 first class State carriages.

(a) Includes 6 six-wheelers.

(b) Tourist cars.

‡ Six-wheeled

§ F. W. Prison van with 50 third class seats.

(c) Includes 1 six-wheeler.

(d) Excluding 117 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.				No. (in units).	Stalls.		
48	49	50	51	52	53	54	55	56	57
5' 6" GAUGE.									
Bengal-Nagpur . . . . .	..	..	28	..	75	41	246	8	75
Bombay, Baroda and Central India . . . . .	..	..	..	..	57	22	132	80	2
Eastern Bengal	3	..	..	..	38	38	228	105	60
East Indian . . . . .	..	..	4	14	231	153	918	51	41
Great Indian Peninsula	9	..	2	..	87	91	501	29	294
Madras and Southern Mahratta . . . . .	..	..	..	4	41	27	162	103	1
Nizam's State . . . . .	..	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	162	972	167	(a) 435
South Indian	5	..	..	..	21	17	102	52	..
Total	33	..	34	19	681	561	3,339	595	918
3' 3½" GAUGE									
Assam-Bengal	8	19	..	..	27	12	48	5	43
Bengal and North-Western . . . . .	..	..	..	..	21	30	120	..	(b) 3
Bombay, Baroda and Central India . . . . .	..	..	..	..	52	72	288	23	†6
Burma	30	..	..	..	71	25	100	31	156
Eastern Bengal	6	..	..	1	36	32	128	81	53
Jodhpur . . . . .	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta . . . . .	..	..	..	..	33	34	136	44	14
Nizam's State . . . . .	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon . . . . .	..	..	3	..	7	12	48	6	7
South Indian	11	..	5	..	38	42	100	10	13
Total	55	19	8	1	293	279	1,048	207	300

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).

† Includes 3 Insulated cars.

(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans.

(b) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—Broad and Metre gauges—contd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
55	59	60	61	62	63	64
5' 6" GAUGE.						
..	..	227	1,056	131	(c) 114	Bengal Nagpur.
28	7	161	908	20	40	Bombay, Baroda and Central India.
..	12	244	1,044	61	(d) 121	Eastern Bengal.
..	86	494	3,188	336	264	East Indian.
15	35	512	1,910	227	343	Great Indian Peninsula.
..	46	176	929	102	308	Madras and Southern Mahratta.
..	9	34	†184	10	20	Nizam's State.
..	122	898	3,567	243	487	North Western.
..	..	98	415	31	22	South Indian.
43	317	2,844	13,201	1,161	1,719	Total.
3' 3½" GAUGE.						
..	..	114	737	120	305	Assam Bengal.
..	(h) 163	54	1,529	(i) 32	48	Bengal and North Western.
28	4	153	1,455	30	52	Bombay, Baroda and Central India.
..	..	313	1,316	74	148	Burma.
..	20	209	961	81	(e) 105	Eastern Bengal.
4	10	22	283	50	135	Jodhpur.
..	..	125	999	124	124	Madras and Southern Mahratta.
..	15	18	(f) 187	(k) 25	(g) 18	Nizam's State.
..	..	35	284	(j) 13	17	Rohilkund and Kumaon.
..	..	119	1,395	63	79	South Indian.
32	212	1,162	9,146	612	1,031	Total.

† Includes 18 units of State Stock for private use.

(c) Excludes 16 chairs.

(d) Excluding those of one Inspection Car, and one electric charging van.

(e) Excluding those of one Inspection car, 1 tender to saloon, and 1 electric charging van.

(f) Includes 7 units of State Stock for private use.

(g) Excluding 718 third seats.

(h) Includes 123 six-wheelers.

(i) Includes 8 six-wheelers and 1 bogie.

(j) Includes 5 six-wheelers.

(k) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal-Nagpur .	..	6,783	..	..	143,310	..	13,185	..	..	290,061	46	61
Bombay, Baroda & Central India.	828	4,996	..	..	123,160	194	1,909	..	7	45,478	..	17
Eastern Bengal .	1,234	5,332	..	2	128,670	86	55	1	2	2,597	211	311
East Indian .	935	33,076	6	2	671,609	181	13,620	22	4	288,099	289	2
Great Indian Peninsula.	2,376	8,225	..	1,057	254,604	457	2,725	..	224	74,686	752	185
Madras & South- ern Mahratta.	706	3,520	..	..	89,971	63	948	..	73	24,366	118	156
Nizam's State .	..	(a) 957	..	..	20,621	..	956	..	..	20,963	..	229
North Western .	57	22,628	195	105	516,680	34	2,340	..	101	55,436	13	1,748
South Indian .	..	1,507	..	..	33,928	..	615	..	..	13,824	..	..
TOTAL .	6,136	87,021	201	1,166	1,982,553	1,015	36,359	23	411	815,510	1,429	2,709

Railway.	COVERED WAGONS. (IN UNITS.)					OPEN WAGONS (HIGH-SIDED). (IN UNITS.)					OPEN	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capa- city in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
8' 3½" GAUGE												
Assam-Bengal .	634	3,934	100	..	51,602	17	..	44	..	1,050	20	..
Bengal & North- Western	4,080	5,497	961	..	120,854	..	..	..	..	..	444	350
Bombay, Baroda & Central India.	69	5,173	438	95	75,744	219	128	463	14	12,368	..	389
Burma .	..	6,442	..	103	80,221	..	..	..	..	..	..	985
Eastern Bengal .	1,028	1,689	641	814	62,398	..	10	..	12	443	235	129
Jodhpur .	..	1,514	494	1	22,436	..	..	..	..	..	..	97
Madras & South- ern Mahratta.	540	3,321	2,039	42	82,152	..	787	90	..	14,388	20	306
Nizam's State .	..	980	..	..	12,565	..	*75	..	..	771	..	252
Rohilkund and Kumaon.	324	1,082	874	..	31,956	..	..	30	..	540	7	217
South Indian .	821	1,237	1,635	45	54,786	225	346	176	346	16,647	..	..
TOTAL .	7,496	30,869	7,182	1,190	603,714	461	1,316	803	372	46,207	726	2,725

* Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

Class I Railways on the 31st March 1935—Broad and Metre gauges—contd.
Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16, 24)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.) 25	Railway service vehicles (including inspection trolleys). (In units.) 26	Traveling Cranes and their dummies trucks. (In units.) 27	Road Motors. 28	Railway. 29
Over 24 and up to 36 tons. 14	Over 36 tons. 15	Total capacity in tons. 16	Live Stock Wagons. 17	Wagons for explosives. 18	Timber or rail wagons. 19 20		Petrol tank Wagons. 21	Other tank Wagons. 22	Miscellaneous Wagons. 23						
					24 tons and under.	Over 24 tons.									
..	..	1,965	17	10	268	569	30	171	1,116	22,256	496	156	79	2	5' 6" GAUGE. B. N.
51	221	10,741	893	13	..	..	30	141	- 1	9,301	203	511	15	9	B. B. & C. I.
156	..	14,628	..	4	29	87	56	88	103	7,757	83	116	27	9	E. B.
..	..	4,928	109	37	27	406	25	346	365	49,452	1,023	1,217	116	27	E. I.
..	..	15,242	1,677	32	198	70	79	171	20	18,248	590	640	92	22	G. I. P.
..	..	3,805	5	29	99	9	56	83	7	5,877	201	205	20	2	M. & S. M.
..	..	4,730	..	..	10	..	..	..	..	2,152	45	145	5	11	N. S.
7	146	45,997	4	49	77	438	100	400	†206	28,654	395	(b)404	130	20	N. W.
..	..	..	..	13	103	12	9	9	4	2,272	53	160	6	..	S. I.
214	367	102,036	2,705	187	811	1,591	385	1,414	1,822	145,969	3,089	(c) 3,554	499	102	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16, 24)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.) 25	Railway service vehicles (including inspection trolleys). (In units.) 26	Traveling Cranes and their dummies trucks. (In units.) 27	Road Motors. 28	Railway. 29
Over 15 and up to 20 tons. 14	Over 20 tons. 15	Total capacity in tons. 16	Live Stock Wagons. 17	Wagons for explosives. 18	Timber or rail wagons. 19 20		Petrol tank Wagons. 21	Other tank Wagons. 22	Miscellaneous Wagons. 23						
					15 tons and under.	Over 15 tons.									
..	..	200	8	1	..	205	111	79	52	5,205	2	596	19	2	3' 3 3/4" GAUGE. A. B.
28	..	8,583	..	..	280	100	20	6	1	11,767	130	28	47	1	B. & N. W.
326	..	10,824	917	25	11	145	6	29	24	8,471	149	634	46	..	B. B. & C. I.
..	158	17,958	739	9	310	532	7	58	..	9,433	235	399	114	..	Burma.
13	103	6,679	..	8	89	153	11	55	10	5,010	70	104	30	..	F. B.
70	223	6,744	47	3	..	..	5	17	..	2,471	47	89	2	..	Jodhpur.
30	..	4,562	113	13	149	9	26	65	217	7,767	266	116	42	..	M. & S. M.
..	2	3,055	..	..	20	..	1	3	..	1,333	37	138	6	2	N. S.
..	..	2,544	..	2	71	40	..	..	7	2,654	57	58	24	1	R. & K.
5	..	95	..	9	11	125	29	95	13	5,118	192	1,603	18	1	S. I.
472	491	61,244	1,824	70	941	1,314	216	407	324	59,229	1,185	3,765	348	7	Total.

† Includes 200 sugar cane trucks.

(b) The corresponding figure for the last year should be 402 instead of 362 as shown.

(c) The corresponding figure for the last year should be 3,588 instead of 3, 5.8, vide note (b) above.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—concl'd.

COACHING STOCK—(Narrow gauge).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal Nagpur	379	528	547	898	10,322	27	406	20	3
Bombay, Baroda and Central India . .	69	(b)	176	(b)	3,545	..	69	..	..
Eastern Bengal	53	66	24	85	1,122	..	53	..	..
Great Indian Peninsula	(a) 49	(b)	66	(b)	1,936	2	51	1	..
North Western	301	470	636	832	9,463	62	303	14	..
South Indian	34	40	..	..	783	..	34	1	..
TOTAL .	885	1,101	1,419	1,815	27,171	91	976	45	3

GOODS STOCK—(Narrow gauge).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS.)		Railway service wagons (In units).	REMARKS.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	*2,002	**30,754	(c) 12	
Bombay, Baroda and Central India . .	||318	¶3,901	1	
Eastern Bengal	†27	††116	—	
Great Indian Peninsula	‡206	‡‡3,220	30	
North Western	§836	§§11,488	88	
South Indian	78	705	—	
TOTAL .	3,467	50,211	(d) 131	

* Includes 304 special wagons.

† Includes 6 special wagons.

‡ Includes 5 special wagons.

§ Includes 137 special wagons.

(a) Includes one Bogie third class Diesel Electric Rail Car.

(b) Included in next column.

(c) The corresponding figure in this column for the last year should be 10 instead of 9 as shown.

(d) " " " " " " " " 128 " " 127 vide note (c) above.

|| Includes 20 special wagons.

¶ Includes 75 tons carrying capacity of 20 special wagons.

** Includes 3,378 tons carrying capacity of 304 special wagons.

†† Includes 29 tons carrying capacity of 6 special wagons.

‡‡ Includes 30 tons carrying capacity of 5 special wagons.

§§ Includes 1,173 tons carrying capacity of 137 special wagons.

**11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN
EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR
1934-35.**

11.—Statement of net additions to, or reductions in

Railway.	LOCOMOTIVES.			RAIL MOTORS.		STEAM COACHES.		ELECTRIC MOTOR COACHES.		COACHING VEHICLES USED EXCLUSIVELY.	
	Steam.	Electric.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	Pass.	
	No.	No.								No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	—35	..	—602,851	..	..	..	..	..	..	—7	—15
Bombay, Baroda and Central India	—5	..	—45,340	..	..	..	..	..	..	—19	..
Eastern Bengal . . . . .	..	..	23,275	..	..	..	..	..	..	—25	—96
East Indian	—15	..	6,578	..	..	..	..	..	..	—38	—100
Great Indian Peninsula . . .	—40	..	—787,546	..	..	—1	—50	..	..	—94	—145
Madras and Southern Mahratta	—6	..	—89,600	..	..	..	..	..	..	—4	—8
Nizam's State	—4	..	—10,119	..	..	..	..	..	..	—3	..
North Western	—40	..	—954,425	..	..	..	..	..	..	—32	—43
South Indian	—2	..	5,160	..	..	..	..	..	..	9	54
Total	—156	..	—2,454,868	..	..	—1	—50	..	..	—213	—443
3' 3½" GAUGE.											
Assam-Bengal	1	..	52,395	..	..	..	..	..	..	—2	—2
Bengal and North Western . .	—4	..	5,127	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1	..	94,664	..	..	..	..	..	..	—48	—6
Burma	—12	..	—116,403	..	..	..	..	..	..	—40	—18
Eastern Bengal	—6	..	—85,823	..	..	..	..	..	..	—32	—24
Jodhpur . . . . .	..	..	3,739	..	..	..	..	..	..	9	4
Madras and Southern Mahratta .	—6	..	—72,911	..	..	..	..	..	..	—30	—28
Nizam's State	5	..	57,960	..	..	..	..	..	..	—6	—30
Rohilkund and Kumaon . . .	—1	..	—11,047	..	..	..	..	..	..	—1	..
South Indian	—16	..	—153,523	..	..	..	..	..	..	—3	—24
Total	—38	..	—225,822	..	..	..	..	..	..	—159	—128
2' 6" & 2' 0" GAUGES.											
Bengal-Nagpur . . . . .	..	..	—1,670	..	..	..	..	..	..	—5	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—2	..
Eastern Bengal	—1	..	—3,310	..	..	..	..	..	..	—4	—12
Great Indian Peninsula . . .	..	..	..	..	..	..	..	..	..	1	..
North Western	—3	..	—29,690	—1	—8	..	30	1	16	—12	—13
South Indian . . . . .	..	..	..	..	..	..	..	..	..	..	..
Total	—4	..	—34,670	—1	—8	..	30	1	16	—22	—25

equipment of Class I Railways during the year 1934-35—(By gauges).

Engines (EXCLUDING VEHICLES ON RAILWAY SERVICE).				Goods WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers' carriages, inspection trolleys, Travelling cranes and Dummy Trucks.			Road Motors.	Railway.
Engines.			Other coaching vehicles including brake vans. (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).			
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).						
13	14	15	16	17	18	19	20	21	22	23	24	25	
5' 6" GAUGE.													
—18	—36	—380	—3	—70	—101	409	8,791	—25	—2	52	..	Bengal Nagpur.	
209	—225	—2,234	—4	34	748	—30	—568	—162	..	—1	..	Bombay, Baroda and Central India.	
—135	—321	—1,200	—8	50	2,493	—20	—114	—5	1	3	—1	Eastern Bengal.	
—226	—91	—1,471	—16	334	8,521	214	5,473	—28	24	—1	..	East Indian.	
—452	—130	—7,167	—21	299	7,088	—232	—3,431	—166	7	—36	—1	Great Indian Peninsula.	
—44	320	4	1	75	1,659	—34	—258	—12	—3	—41	..	Madras and Southern Mahratta.	
6	..	—76	..	43	979	66	1,642	3	..	6	—1	Nizam's State.	
—217	—165	—2,554	—26	—302	—5,715	—77	—1,258	182	—4	39	..	North Western.	
—80	..	604	—6	209	4,598	90	1,940	—33	..	—7	..	South Indian.	
—957	—648	—14,184	—83	672	20,270	386	12,217	—246	23	14	—3	Total.	
3' 3½" GAUGE.													
—2	—234	261	5	—28	—306	—7	—70	8	1	..	..	Assam-Bengal.
..	..	..	..	—26	—270	—4	—40	6	..	1	..	Bengal and North Western.
—3	..	—2,108	30	—39	—2,275	—24	—321	3	..	2	..	Bombay, Baroda and Central India.	
—32	..	—2,651	8	—6	—68	—454	—3,218	—35	—4	10	..	Burma.	
—24	—70	—753	—6	—57	—419	—13	362	—8	..	—1	..	Eastern Bengal.	
8	9	338	..	..	—28	..	—4	4	..	..	..	Jodhpur.
3	48	—774	—2	—130	1,855	—12	2,859	—1	..	—6	..	Madras and Southern Mahratta.	
—28	..	—59	..	—6	—75	—4	—49	..	..	2	—1	Nizam's State.
..	15	—114	..	84	1,010	—11	—88	—7	..	—1	..	Rohilkund and Kumon.	
27	..	253	—5	—140	—2,016	—34	—204	—33	—2	55	..	South Indian.	
—51	—232	—5,607	30	—348	—2,592	—563	—863	—63	—5	62	—1	Total.	
2' 6" & 2' 0" GAUGES.													
..	—19	—33	—1	—1	257	—27	—314	..	..	2	..	Bengal Nagpur.
..	..	—13	..	—5	—25	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	—20	—4	..	—1	—4	..	..	..	—1	..	..	Eastern Bengal.
..	..	58	..	..	..	..	..	..	..	1	..	Great Indian Peninsula.
—47	—30	—241	—6	..	—259	..	—32	12	—1	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—47	—69	—233	—7	—7	—31	—27	—346	12	—2	3	..	Total.	

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers' carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE									
Bengal-Nagpur	1933-34	21,2	99,7	1,514,6	14,245,6	15,881,1	558,5	24,1	109,8
	1934-35	20,8	103,3	1,539,0	14,524,5	16,187,6	552,8	23,8	114,0
Bombay, Baroda and Central India	1933-34	41,0	1,834,1	58,2	52,655,9	54,589,2	2,226,5	48,2	1,889,9
	1934-35	41,0	1,670,6	61,0	54,035,3	55,810,9	2,287,6	49,3	1,752,3
Eastern-Bengal	1933-34	42,0	195,1	1,551,0	23,725,5	25,513,6	965,0	46,3	210,0
	1934-35	42,8	180,7	1,328,0	24,938,0	26,480,5	1,058,4	47,6	196,1
East Indian	1933-34	55,2	383,0	3,596,5	51,513,2	55,547,9	2,493,7	64,9	418,6
	1934-35	55,3	371,2	3,634,1	52,587,9	56,651,5	2,527,6	64,8	408,6
Great Indian Peninsula	1933-34	62,4	854,1	87,3	47,319,8	48,323,6	1,800,0	76,1	902,5
	1934-35	50,2	829,4	88,2	47,073,6	48,050,4	2,000,8	72,0	876,0
Madras and Southern Mahratta	1933-34	11,9	88,1	209,2	17,789,0	18,098,2	984,6	17,4	114,4
	1934-35	8,5	69,1	157,9	14,003,7	14,239,2	3,906,0	16,9	111,0
Nizam's State	1933-34	4,2	31,8	2,2	3,183,1	3,221,3	346,6	6,4	45,3
	1934-35	3,7	30,6	2,1	3,111,6	3,148,0	343,4	5,7	41,1
North-Western	1933-34	47,5	326,8	1,989,7	56,697,7	59,061,7	1,112,4	54,9	350,0
	1934-35	44,6	303,5	1,954,9	61,741,0	64,014,0	1,065,1	51,2	326,0
South Indian	1933-34	4,5	72,6	Nil	11,629,4	11,706,5	1,088,1	7,6	90,2
	1934-35	4,9	80,9	Nil	13,118,7	13,204,5	932,6	8,3	100,2
TOTAL 5' 6" GAUGE									
	1933-34	289,9	3,885,3	9,008,7	278,759,2	291,943,1	11,575,4	345,9	4,130,7
	1934-35	280,8	3,612,3	8,768,2	285,134,3	297,825,6	14,674,3	339,6	3,928,3
3' 3½" GAUGE.									
Assam Bengal	1933-34	9,2	33,6	287,3	9,631,2	9,961,3	283,4	10,9	36,8
	1934-35	10,0	39,2	283,2	9,654,1	9,986,5	256,3	11,8	42,4
Bengal and North Western	1933-34	13,0	80,4	307,1	27,090,1	27,490,6	898,0	13,9	84,3
	1934-35	12,5	84,4	352,5	27,529,9	27,979,3	904,0	13,5	88,7
Bombay, Baroda and Central India	1933-34	10,1	87,5	7,2	20,075,9	20,180,7	2,502,3	15,9	124,4
	1934-35	11,2	82,3	10,5	20,443,7	20,547,7	2,473,4	17,2	122,5
Burma	1933-34	26,9	242,1	Nil	20,060,7	20,329,7	Nil	26,9	242,1
	1934-35	24,6	254,9	Nil	20,456,6	20,736,1	Nil	24,6	254,9

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a) 8	Pasren- 10	
		1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7		1st. 9	2nd.
3' 3½" GAUGE—concd.									
Eastern Bengal . . .	1933-34	6,3	34,5	403,4	7,883,9	8,328,1	1,159,2	10,9	47,3
	1934-35	7,1	34,7	340,0	8,011,6	8,393,4	1,168,7	12,1	47,8
Jodhpur . . .	1933-34	2,0	19,1	92,4	2,906,5	3,020,0	325,7	3,2	25,5
	1934-35	2,2	21,1	117,0	3,303,4	3,443,7	346,8	3,4	28,3
Madras and Southern Mah- ratta.	1933-34	5,7	84,5	33,6	12,615,6	12,739,4	812,6	7,8	95,5
	1934-35	5,3	75,3	42,8	12,222,6	12,346,0	703,9	7,1	86,4
Nizam's State . . .	1933-34	2,8	35,7	Nil	4,451,6	4,490,1	184,0	3,3	38,2
	1934-35	2,8	37,6	Nil	4,485,5	4,525,0	200,4	3,3	40,7
Rohilkund and Kumaon . .	1933-34	3,3	18,5	49,4	6,315,6	6,386,8	188,8	4,4	23,5
	1934-35	3,2	18,5	55,6	6,358,4	6,435,7	187,7	4,3	23,5
South Indian . . .	1933-34	21,5	337,9	4,6	44,605,7	44,969,7	1,120,1	26,6	368,0
	1934-35	18,6	340,0	4,8	43,471,9	43,835,3	1,077,2	26,3	363,0
TOTAL 3' 3½" GAUGE . .	1933-34	100,8	973,8	1,185,0	155,636,8	157,896,4	7,474,1	123,8	1,085,6
	1934-35	97,5	988,0	1,206,4	155,937,7	158,229,6	7,318,4	123,6	1,038,2
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . .	1933-34	9	7,5	57,4	2,235,8	2,301,6	150,8	1,4	10,7
	1934-35	8	7,6	59,6	2,450,8	2,527,8	146,0	1,3	10,9
Bombay, Baroda and Central India.	1933-34	Nil	3,9	Nil	1,915,0	1,918,9	115,0	Nil	4,7
	1934-35	Nil	3,5	Nil	1,900,4	1,903,9	108,0	Nil	4,3
Eastern Bengal . . .	1933-34	..	2,6	7,2	595,7	605,5	69,9	..	3,2
	1934-35	..	2,1	4,2	586,2	592,5	96,3	1	2,6
Great Indian Peninsula . .	1933-34	*	1,2	*	686,3	687,5	67,9	*	1,6
	1934-35	*	1,1	*	692,0	693,1	82,6	*	1,4
North Western . . .	1933-34	4,1	11,5	39,3	891,8	946,7	171,2	6,0	16,4
	1934-35	2,3	9,0	24,6	910,4	952,3	162,1	3,8	13,5
South Indian . . .	1933-34	2	Nil	Nil	318,0	318,2	31,5	3	Nil
	1934-35	1	Nil	Nil	286,0	286,1	20,3	2	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1933-34	5,2	26,7	103,9	6,642,6	6,778,4	606,3	7,7	36,6
	1934-35	3,2	23,3	88,4	6,840,8	6,955,7	615,3	5,4	32,7
TOTAL CLASS I RAILWAYS . .	1933-34	395,9	4,885,8	10,297,6	441,038,6	456,617,9	19,655,8	477,4	6,252,9
	1934-35	381,5	4,653,6	10,063,0	447,912,8	463,010,9	22,608,0	468,6	5,059,2

*Included in the next column.

Class I Railways for the years 1933-34 and 1934-35—contd.

Passengers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway. 20
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	
									3' 3½" GAUGE—contd.
448,1	8,981,0	9,487,3	†	1,095	2,814	12,196	326,815	342,920	} Eastern Bengal.
382,0	9,120,2	9,562,1	†	1,138	2,979	10,942	332,844	347,903	
96,4	3,220,6	3,345,7	3,345,7	357	2,577	4,186	153,231	160,351	} Jodhpur.
121,7	3,637,1	3,790,5	3,790,5	355	2,825	4,928	170,639	178,747	
39,4	13,409,3	13,552,0	†	1,113	7,059	4,063	419,113	431,348	} Madras and Southern Maharatta.
40,4	12,907,0	13,049,9	†	1,193	6,368	4,623	427,168	439,352	
Nil	4,632,6	4,674,1	†	413	2,843	Nil	160,795	164,051	} Nizam's State.
Nil	4,682,3	4,726,3	†	411	2,905	Nil	159,929	163,245	
52,7	6,495,0	6,575,6	6,575,6	431	1,829	2,223	164,917	169,400	} Rohilkund and Kumaon.
59,4	6,536,2	6,623,4	6,623,4	423	2,034	2,660	167,952	173,069	
4,6	45,690,6	46,089,8	†	2,174	15,661	784	992,349	1,010,968	} South Indian.
4,8	44,518,4	44,912,5	†	2,236	15,467	804	979,844	998,351	
1,276,6	162,884,5	165,370,5		12,958	64,150	56,321	4,846,468	4,979,897	} TOTAL 3' 3½" GAUGE.
1,296,5	163,029,7	165,548,0		13,020	63,894	59,528	4,937,640	5,074,082	
									2' 6" AND 2' 0" GAUGES.
66,6	2,373,7	2,452,4	†	77	572	2,307	73,396	76,352	} Bengal-Nagpur.
69,5	2,592,1	2,673,8	†	67	618	2,356	78,233	81,274	
Nil	2,029,2	2,033,9	†	Nil	105	Nil	28,262	28,367	} Bombay, Baroda and Central India.
Nil	2,007,6	2,011,9	†	Nil	98	Nil	27,576	27,674	
7,9	664,3	675,4	†	..	41	69	5,651	5,761	} Eastern Bengal.
5,1	6,81,0	688,8	†	..	34	45	5,999	6,078	
*	753,8	755,4	†	*	41	*	12,268	12,309	} Great Indian Peninsula.
*	774,3	775,7	†	*	36	*	12,339	12,375	
44,8	1,050,7	1,117,9	†	299	869	1,031	34,065	36,264	} North Western.
28,9	1,068,2	1,114,4	†	228	758	853	33,010	34,885	
Nil	349,4	349,7	†	6	Nil	Nil	5,542	5,548	} South Indian.
Nil	306,2	306,4	†	6	Nil	Nil	4,822	4,828	
119,3	7,221,1	7,384,7		382	1,628	3,407	159,184	164,601	} TOTAL 2' 6" AND 2' 0" GAUGES.
103,5	7,429,4	7,571,0		301	1,544	3,254	162,015	167,114	
10,635,6	459,907,8	476,273,7	470,189,7	79,543	302,841	501,418	15,500,911	16,384,713	} TOTAL CLASS I RAILWAYS.
10,445,0	460,646,1	485,618,9	479,892,9	80,515	302,313	500,798	16,103,509	16,987,135	

(a) See note (a) on page 93.

† Included under 5' 6" Gauge.

12.—Statement of Passenger Revenue Statistics of

Railway.		Year. 22	AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
21	23		24	25	26	27	
5' 6" GAUGE.							
Bengal Nagpur	1933-34	217.7	139.7	39.1	46.5	46.6	
	1934-35	227.9	145.0	40.6	47.7	47.1	
Bombay, Baroda and Central India	1933-34	171.0	20.6	205.0	19.7	20.0	
	1934-35	170.1	21.9	207.0	19.4	19.9	
Eastern Bengal	1933-34	77.9	53.4	25.7	23.0	23.5	
	1934-35	79.4	55.9	26.7	23.6	24.1	
East Indian	1933-34	219.0	123.0	49.0	55.0	55.0	
	1934-35	234.0	130.0	49.0	56.0	56.0	
Great Indian Peninsula	1933-34	218.7	53.2	177.3	31.8	32.8	
	1934-35	229.2	55.6	167.2	33.0	34.1	
Madras and Southern Mahratta	1933-34	221.0	123.1	81.2	33.4	34.7	
	1934-35	231.1	117.5	84.7	37.0	38.2	
Nizam's State	1933-34	137.7	97.7	156.4	44.8	45.7	
	1934-35	144.5	97.6	150.9	45.1	46.0	
North Western	1933-34	228.7	134.4	53.3	44.8	45.8	
	1934-35	237.5	138.3	52.0	44.3	45.1	
South Indian	1933-34	126.0	71.0	Nil	22.9	23.3	
	1934-35	123.1	67.0	Nil	22.2	22.5	
TOTAL 5' 6" GAUGE	1933-34	191.4	57.4	47.8	36.2	37.0	
	1934-35	197.6	60.3	48.4	36.8	37.6	
3' 3½" GAUGE.							
Assam Bengal	1933-34	81.5	61.6	43.7	25.9	26.6	
	1934-35	81.6	57.8	44.6	25.1	25.9	
Bengal and North Western	1933-34	104.8	77.8	58.8	35.3	35.7	
	1934-35	103.8	76.4	58.2	35.9	36.3	
Bombay, Baroda and Central India	1933-34	136.0	92.0	59.9	42.0	42.3	
	1934-35	121.4	93.9	62.1	42.6	42.9	
Burma	1933-34	106.3	45.9	Nil	22.0	22.4	
	1934-35	114.7	41.5	Nil	22.4	22.7	

* Columns 23 to 27.—For the purpose of these figures passengers travelling over to or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1933-34 and 1934-35—contd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						5' 6" GAUGE.
4,93	7,11	12,10	1,17,36	1,41,50	18.0	8.91	3.85	3.28	3.54	Bengal-Nagpur.
5,20	7,54	12,49	1,21,41	1,46,64	18.4	8.76	3.78	3.25	3.51	
7,45	15,89	3,60	1,75,95	2,02,89	17.4	7.82	5.46	3.14	3.43	Bombay, Baroda and Central India.
7,34	15,83	4,12	1,76,69	2,03,98	16.8	7.91	5.49	3.10	3.39	
3,16	5,78	8,68	94,87	1,12,49	16.8	9.90	4.05	3.21	3.47	Eastern-Bengal.
3,29	5,75	7,76	1,01,41	1,18,21	16.7	10.1	4.05	3.17	3.41	
12,16	19,90	33,68	4,14,96	4,80,70	16.4	7.41	3.58	2.70	2.89	East Indian.
12,79	20,58	34,18	4,34,92	5,02,47	16.2	7.45	3.63	2.73	2.91	
16,35	22,85	6,97	2,87,26	3,33,43	18.9	9.14	6.35	3.54	3.89	Great Indian Peninsula.
16,28	23,26	7,17	2,73,80	3,20,51	18.9	9.16	6.47	3.25	3.61	
4,31	7,12	5,36	1,21,88	1,38,67	21.5	9.71	5.83	3.74	4.02	Madras and Southern Mahratta.
4,51	6,93	5,38	1,19,56	1,36,38	22.2	10.2	5.83	3.48	3.77	
91	2,21	19	27,52	30,83	19.9	9.60	6.08	3.36	3.63	Nizam's State.
84	2,18	18	27,46	30,66	19.5	9.73	6.14	3.40	3.66	
10,55	20,09	25,43	4,05,35	(a) 4,61,42	16.1	8.20	4.53	3.01	3.21	North Western.
10,41	19,34	24,49	4,06,76	4,61,00	16.4	8.24	4.56	2.81	3.01	
1,13	3,64	Nil	53,68	58,45	20.2	9.97	Nil	3.42	3.61	South Indian.
1, 11	3,65	Nil	54,95	59,71	18.4	9.51	Nil	3.27	3.45	
60,95	1,04,59	96,01	16,98,83	(a) 19,60,38	17.7	8.47	4.17	3.11	3.35	TOTAL 5' 6" GAUGE.
61,77	1,05,06	95,77	17,16,96	19,79,56	17.7	8.52	4.20	3.00	3.24	
1,32	1,61	3,29	49,94	56,16	28.5	13.6	4.80	3.73	3.95	3' 3½" GAUGE. Assam Bengal.
1,29	1,57	3,32	48,31	51,49	25.8	12.3	4.80	3.72	3.94	
99	2,38	3,47	1,17,90	1,24,74	12.4	6.74	3.39	2.23	2.30	Bengal and North Western.
90	2,40	3,91	1,22,24	1,29,45	11.5	6.54	3.40	2.24	2.31	
2,09	5,89	17	1,63,74	1,71,89	18.6	9.87	4.49	3.33	3.44	Bombay, Baroda and Central India.
2,08	5,92	25	1,67,66	1,75,91	19.2	9.88	4.55	3.31	3.42	
2,86	4,97	Nil	78,76	86,59	19.2	8.56	Nil	3.41	3.63	Burma.
2,83	4,60	Nil	80,99	88,42	19.3	8.34	Nil	3.39	3.60	

(a) Excludes a credit of Rs. 1,04 (000) received from the E. I. Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931 : this amount is included in statements 5 and 6.

12.—Statement of Passenger Revenue Statistics of Class I Railways

Railway. 21	Year. 22	* AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
		1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3½" GAUGE—concd.						
Eastern Bengal	1933-34	100.2	59.5	27.2	36.4	36.1
	1934-35	94.5	62.3	28.6	36.5	36.4
Jodhpur	1933-34	111.3	101.0	43.4	47.6	47.9
	1934-35	104.2	99.8	40.5	46.9	47.2
Madras and Southern Mahratta	1933-34	142.6	73.9	103.1	31.3	31.8
	1934-35	168.0	73.7	93.6	33.1	33.7
Nizam's State	1933-34	127.1	74.4	Nil	34.7	35.1
	1934-35	125.6	71.3	Nil	34.2	34.5
Rohilkund & Kumaon	1933-34	98.7	77.9	42.2	25.4	25.8
	1934-35	99.4	86.6	44.8	25.7	26.1
South Indian	1933-34	81.8	42.6	168.6	21.7	21.9
	1934-35	85.1	42.6	165.9	22.0	22.2
TOTAL 3' 3½" GAUGE	1933-34	104.7	59.1	44.1	29.8	30.1
	1934-35	105.0	58.2	45.9	30.3	30.7
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1933-34	54.4	53.8	34.6	30.9	31.1
	1934-35	52.4	56.4	33.9	30.2	30.4
Bombay, Baroda and Central India	1933-34	Nil	22.2	Nil	13.9	14.0
	1934-35	Nil	23.1	Nil	13.7	13.8
Eastern Bengal	1933-34	5.71	13.1	8.71	8.51	8.53
	1934-35	7.21	13.0	8.71	8.81	8.82
Great Indian Peninsula	1933-34	†	25.9	†	16.3	16.3
	1934-35	†	25.8	†	15.9	16.0
North-Western	1933-34	49.8	53.0	23.0	32.4	32.4
	1934-35	59.6	56.2	29.5	30.9	31.3
South Indian	1933-34	24.0	Nil	Nil	15.9	15.9
	1934-35	24.0	Nil	Nil	15.8	15.8
TOTAL 2' 6" AND 2' 0" GAUGES	1933-34	49.6	44.5	28.6	22.0	22.3
	1934-35	60.2	46.8	31.3	21.8	22.1
TOTAL CLASS I RAILWAYS	1933-34	166.6	57.7	47.1	33.7	34.4
	1934-35	171.7	59.8	47.9	34.3	35.0

* Columns 23 to 27.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1933-34 and 1934-35—concl'd.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway. 38
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	
Rs.	Rs.	Rs.	Rs.	Rs.						
3' 3½" GAUGE—concl'd.										
96	1,46	2,57	54,73	59,72	16.7	9.78	4.01	3.19	3.31	} Eastern Bengal.
99	1,56	2,31	55,06	59,92	16.6	9.95	4.01	3.16	3.28	
42	1,49	1,08	29,95	32,94	22.7	11.1	4.95	3.75	3.94	} Jodhpur.
42	1,63	1,28	33,55	36,88	22.7	11.1	4.98	3.78	3.96	
1,22	3,80	1,26	81,47	87,75	21.0	10.3	5.97	3.73	3.91	} Madras and Southern Mahratta.
1,22	3,42	1,43	78,57	84,64	19.6	10.3	5.94	3.53	3.70	
34	1,16	Nil	24,92	26,42	16.0	7.80	Nil	2.98	3.09	} Nizam's State.
36	1,18	Nil	24,83	26,37	16.6	7.76	Nil	2.98	3.10	
48	95	53	21,59	23,55	21.4	9.96	4.51	2.51	2.66	} Rohilkund and Kumaon.
45	1,02	59	21,90	23,96	20.4	9.66	4.27	2.50	2.66	
2,51	7,90	31	1,76,10	1,86,82	20.4	8.91	7.54	3.36	3.49	} South Indian.
2,67	7,27	32	1,73,23	1,83,49	18.2	8.71	7.63	3.33	3.45	
13,19	31,61	12,68	7,99,10	8,56,58	19.5	9.46	4.32	3.17	3.30	} TOTAL 3' 3½" GAUGE.
13,21	30,57	13,41	8,06,34	8,63,53	19.5	9.19	4.33	3.14	3.27	
2' 6" AND 2' 0" GAUGES.										
7	29	49	11,90	12,75	18.5	9.55	4.04	3.11	3.21	} Bengal-Nagpur.
7	29	49	11,93	12,78	18.4	8.99	4.01	2.93	3.02	
Nil	9	Nil	4,70	4,79	Nil	16.0	Nil	3.19	3.24	} Bombay, Baroda and Central India.
Nil	9	Nil	4,55	4,64	Nil	16.3	Nil	3.17	3.22	
..	3	1	1,09	1,13	19.2	13.6	4.04	3.70	3.78	} Eastern Bengal.
..	3	1	1,14	1,18	16.9	13.8	4.04	3.66	3.72	
†	3	†	3,05	3,08	†	13.1	†	4.78	4.81	} Great Indian Peninsula.
†	2	†	3,04	3,06	†	13.1	†	4.72	4.75	
53	67	50	9,36	11,06	34.0	14.7	9.35	5.28	5.86	} North-Western.
52	62	44	8,78	10,36	43.6	15.8	9.94	5.10	5.70	
1	Nil	Nil	98	99	18.7	Nil	Nil	3.42	3.44	} South Indian.
1	Nil	Nil	85	86	17.0	Nil	Nil	3.42	3.43	
61	1,11	1,00	31,08	33,80	30.7	13.1	5.64	3.75	3.94	} TOTAL 2' 6" AND 2' 0" GAUGES.
60	1,05	94	30,29	32,88	38.3	13.1	5.55	3.59	3.78	
74,75	1,37,31	1,09,69	25,29,01	(a) 28,50,76	18.0	8.71	4.20	3.13	3.34	} TOTAL CLASS I RAILWAYS.
75,58	1,36,68	1,10,12	25,53,59	28,75,97	18.0	8.68	4.22	3.04	3.25	

(a) see note (a) on page 97.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	1933-34	4,642	1,188	699	724	5,095	12,348	1,242	13,590
	1934-35	4,973	1,188	701	667	6,205	13,824	1,297	15,121
Bombay, Baroda and Central India.	1933-34	1	Nil	12	326	2,527	2,866	1,873	4,739
	1934-35	1	Nil	13	274	2,606	2,894	2,136	5,030
Eastern Bengal	1933-34	4	..	5	233	1,637	1,879	2,519	4,398
	1934-35	5	..	3	353	2,469	2,830	2,524	5,354
East Indian	1933-34	7,134	1,935	1,467	1,383	5,677	17,596	3,328	20,924
	1934-35	8,067	2,186	1,607	1,168	7,172	20,200	3,575	23,775
Great Indian Peninsula	1933-34	793	Nil	392	1,098	4,345	6,628	3,107	9,735
	1934-35	707	69	552	1,002	4,476	6,806	3,272	10,078
Madras and Southern Mahratta	1933-34	61	..	9	462	1,277	1,809	1,676	3,484
	1934-35	63	..	2	499	1,350	1,914	1,723	3,637
Nizam's State	1933-34	311	242	140	208	390	1,291	404	1,695
	1934-35	311	269	143	181	385	1,289	513	1,802
North-Western (Commercial).	1933-34	20	1	21	1,652	5,853	7,547	3,821	11,368
	1934-35	20	1	20	1,971	6,126	8,138	4,114	12,252
North-Western (Military)	1933-34	40	Nil	4	171	1,007	1,222	852	2,074
	1934-35	56	Nil	5	172	877	1,110	921	2,031
North-Western (Total)	1933-34	60	1	25	1,823	6,860	8,769	3,081	11,850
	1934-35	76	1	25	2,143	7,003	9,248	3,370	12,618
South Indian	1933-34	Nil	Nil	21	113	833	967	652	1,619
	1934-35	12	Nil	1	194	1,059	1,266	607	1,873
TOTAL 5' 6" GAUGE.	1933-34	13,006	3,366	2,770	6,370	28,641	54,153	(a) 17,881	(a) 72,034
	1934-35	14,216	3,713	3,137	6,481	32,725	60,271	(a) 19,017	(a) 79,288
3' 3½" GAUGE.									
Assam Bengal	1933-34	28	3	15	190	955	1,191	324	1,515
	1934-35	29	1	12	355	1,122	1,519	364	1,883
Bengal and North Western	1933-34	10	Nil	39	682	2,456	3,187	1,197	4,384
	1934-35	7	Nil	52	567	3,076	3,702	1,512	5,214
Bombay, Baroda and Central India.	1933-34	1	Nil	6	268	1,132	1,407	1,975	3,382
	1934-35	1	Nil	6	336	1,170	1,513	2,116	3,629
Burma	1933-34	55	1	199	1,384	2,382	4,021	Nil	4,021
	1934-35	45	Nil	203	1,455	2,472	4,175	Nil	4,175

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1933-34 and 1934-35 (In thousands).

Tons carried (a).							Tons termi- nating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores).	Total. (Columns 11+12+ 13+14+ 15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
5' 6" GAUGE.									
5,126	1,259	701	829	5,675	13,590	13,987	9,836	255	} Bengal-Nagpur.
5,474	1,263	791	760	6,833	15,121	15,495	11,110	270	
749	20	172	606	3,192	4,739	7,145	3,649	293	} Bombay, Baroda and Central India.
744	21	225	580	3,460	5,030	7,575	3,942	298	
1,158	100	248	325	2,567	4,398	5,084	3,392	546	} Eastern Bengal.
1,141	142	283	430	3,358	5,354	6,287	4,223	571	
7,866	2,424	1,467	1,954	7,213	20,924	20,924	14,071	1,103	} East Indian.
8,829	2,553	1,607	1,787	8,999	23,775	23,775	16,244	1,203	
1,388	245	754	1,663	5,685	9,735	9,768	6,998	735	} Great Indian Peninsula.
1,486	353	839	1,586	5,814	10,078	10,115	7,278	737	
188	182	395	795	1,924	3,484	5,435	2,590	283	} Madras and Southern Mah- ratta.
188	191	356	883	2,019	3,637	5,582	2,718	303	
320	242	140	345	648	1,695	2,139	711	220	} Nizam's State.
336	268	143	412	643	1,802	2,238	728	313	
984	1	937	2,074	7,372	11,368	†	9,724	†	} North-Western Commer- cial).
1,081	1	1,067	2,415	7,638	12,252	†	10,414	†	
144	Nil	108	317	1,505	2,074	†	1,112	†	} North-Western (Military).
183	Nil	128	306	1,414	2,031	†	1,088	†	
1,003	1	940	2,074	7,832	11,850	11,981	10,836	177	} North-Western (Total).
1,114	1	1,065	2,406	8,032	12,618	12,730	11,502	155	
8	Nil	89	356	1,166	1,619	4,399	1,187	147	} South Indian.
17	Nil	101	428	1,327	1,873	4,892	1,409	143	
(a) 17,806	(a) 4,473	(a) 4,906	(a) 8,947	(a) 35,902	(a) 72,034		53,270	3,759	} TOTAL 5' 6" GAUGE.
(a) 19,329	(a) 4,792	(a) 5,410	(a) 9,272	(a) 40,485	(a) 79,288		59,154	3,993	
3' 3½" GAUGE.									
111	9	88	226	1,081	1,515	1,515	1,240	10	} Assam-Bengal.
114	8	108	386	1,267	1,883	1,883	1,582	8	
276	..	250	908	2,950	4,384	4,384	3,581	43	} Bengal and North-Western.
413	1	277	890	3,633	5,214	5,214	4,532	50	
248	68	191	643	2,232	3,382	*	2,062	679	} Bombay, Baroda and Cen- tral India.
258	74	217	713	2,367	3,629	*	2,151	748	
55	1	199	1,384	2,382	4,021	4,021	4,021	Nil	} Burma.
45	Nil	203	1,455	2,472	4,175	4,175	4,175	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+ 6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways , and home line construc- tion.	Coal for home line.	Grain and oilseeds.	Other com- modities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—contd.									
Eastern Bengal . . .	1933-34	1	Nil	8	164	797	970	1,062	2,032
	1934-35	1	Nil	5	167	802	1,065	1,227	2,292
Jodhpur . . .	1933-34	..	Nil	2	122	461	685	288	876
	1934-35	..	Nil	3	90	613	706	360	1,066
Madras and Southern Mah- ratta.	1933-34	10	13	156	603	1,007	1,769	782	2,571
	1934-35	23	14	161	455	1,082	1,728	834	2,562
Nizam's State . . .	1933-34	..	Nil	..	190	237	427	257	684
	1934-35	..	Nil	..	104	216	410	282	692
Rohilkund and Kumaon . .	1933-34	1	Nil	42	116	924	1,083	154	1,237
	1934-35	Nil	Nil	41	70	1,137	1,257	174	1,431
South Indian . . .	1933-34	64	..	125	666	2,140	2,935	347	3,312
	1934-35	81	Nil	121	772	2,200	3,174	378	3,552
TOTAL 3' 3½" GAUGE . .	1933-34	170	17	592	4,385	12,494	17,658	(a) 6,386	(a) 24,044
	1934-35	187	15	597	4,470	13,980	19,219	(a) 7,247	(a) 26,496
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur . . .	1933-34	47	1	48	85	376	557	140	697
	1934-35	43	1	50	97	343	531	145	670
Bombay, Baroda and Cen- tral India.	1933-34	Nil	Nil	Nil	22	138	160	66	226
	1934-35	Nil	Nil	1	21	159	181	60	241
Eastern Bengal . . .	1933-34	..	Nil	Nil	..	2	2	1	3
	1934-35	..	Nil	Nil	..	3	3	1	4
Great Indian Peninsula . .	1933-34	Nil	Nil	Nil	13	82	95	63	158
	1934-35	Nil	Nil	Nil	15	80	95	67	162
North-Western (Commer- cial)	1933-34	44	Nil	15	84	116	259	129	388
	1934-35	59	Nil	18	72	106	255	122	377
North-Western (Military)	1933-34	..	..	2	2	31	35	41	76
	1934-35	..	..	3	1	25	29	37	66
North-Western (Total)	1933-34	44	..	17	86	147	294	146	440
	1934-35	59	..	21	73	131	284	139	423
South Indian . . .	1933-34	Nil	Nil	..	14	18	32	15	47
	1934-35	Nil	Nil	..	12	20	32	22	54
TOTAL 2' 6" & 2' 0" GAUGES	1933-34	91	1	65	220	763	1,140	(a) 431	(a) 1,571
	1934-35	102	1	72	218	736	1,129	(a) 434	(a) 1,563
TOTAL CLASS I RAILWAYS	1933-34	3,267	3,384	3,427	10,975	41,898	72,951	(a) 24,698	(a) 97,649
	1934-35	14,504	3,729	3,806	11,169	47,441	80,619	(a) 26,608	(a) 107,317

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1933-34 and 1934-35 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3' 3½" GAUGE—contd.
247	80	93	302	1,310	2,032	*	861	512	} Eastern Bengal.
250	120	113	378	1,431	2,292	*	971	619	
12	Nil	46	211	607	876	876	470	104	} Jodhpur.
19	Nil	50	269	728	1,066	1,066	651	148	
34	45	159	903	1,430	2,571	*	1,902	104	} Madras and Southern Mah. ratta.
52	56	159	793	1,502	2,562	*	1,894	108	
31	33	35	243	342	684	*	373	81	} Nizam's State.
25	34	36	273	324	692	*	367	106	
28	Nil	42	123	1,044	1,237	1,237	911	2	} Rohilkund and Kumaon.
20	Nil	41	95	1,266	1,431	1,431	1,113	2	
66	..	172	734	2,370	3,342	*	2,927	9	} South Indian.
82	..	176	849	2,445	3,552	*	3,190	13	
(a) 1,108	(a) 236	(a) 1,275	(a) 5,677	(a) 15,748	(a) 24,044		18,348	1,544	} TOTAL 3' 3½" GAUGE.
(a) 1,287	(a) 293	(a) 1,380	(a) 6,101	(a) 17,435	(a) 26,496		20,626	1,802	
									2' 6" AND 2' 0" GAUGES,
74	1	49	108	465	697	*	534	6	} Bengal-Nagpur,
72	1	53	123	430	679	*	514	6	
7	Nil	1	43	175	226	*	99	4	} Bombay, Baroda and Central India.
7	Nil	3	37	194	241	*	87	4	
..	Nil	Nil	..	3	3	*	1	Nil	} Eastern Bengal.
..	Nil	Nil	..	4	4	*	2	Nil	
11	Nil	Nil	28	119	158	*	96	Nil	} Great Indian Peninsula.
16	Nil	Nil	29	117	162	*	104	Nil	
58	Nil	15	103	212	388	*	215	†	} North-Western (Commercial).
72	Nil	18	87	200	377	*	199	†	
3	Nil	4	9	60	76	*	63	†	} North-Western (Military).
4	Nil	5	8	49	66	*	52	†	
58	Nil	18	109	255	440	*	278	†	} North-Western (Total).
73	Nil	21	93	236	423	*	251	†	
Nil	Nil	..	18	29	47	*	18	Nil	} South Indian
Nil	Nil	..	22	32	54	*	25	Nil	
(a) 150	(a) 1	(a) 68	(a) 306	(a) 1,046	(a) 1,571		1,026	10	} TOTAL 2' 6" & 2' 0" GAUGES.
(a) 168	(a) 1	(a) 77	(a) 304	(a) 1,013	(a) 1,563		983	10	
(a) 19,064	(a) 4,710	(a) 6,249	(a) 14,930	(a) 52,696	(a) 97,649	92,895	72,644	5,313	} TOTAL CLASS I RAILWAYS.
(a) 20,784	(a) 5,086	(a) 6,867	(a) 15,677	(a) 58,933	(a) 107,347	102,458	80,763	5,805	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5' 6" gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.			Net ton miles.			
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5' 6" GAUGE.							
Bengal-Nagpur	1933-34	701,047	290,799	129,387	150,933	992,628	2,264,785
	1934-35	762,414	327,102	154,829	144,915	1,217,942	2,607,203
Bombay, Baroda and Central India.	1933-34	227,042	4,822	51,785	123,519	549,600	956,768
	1934-35	231,492	5,383	65,483	125,150	574,211	1,001,719
Eastern Bengal	1933-34	86,652	16,337	34,722	31,169	314,173	483,055
	1934-35	85,730	23,337	40,266	53,418	395,849	598,600
East Indian	1933-34	2,080,453	1,197,653	380,203	638,831	1,282,921	5,580,066
	1934-35	2,275,199	1,274,763	409,620	577,218	1,469,921	6,006,725
Great Indian Peninsula	1933-34	408,511	100,661	259,821	487,738	1,137,500	2,391,233
	1934-35	407,523	129,981	272,193	500,846	1,198,860	2,509,403
Madras and Southern Mahratta	1933-34	33,149	98,706	103,658	140,507	294,552	670,572
	1934-35	27,674	106,901	98,851	153,965	306,377	693,767
Nizam's State	1933-34	59,922	26,941	18,072	55,182	83,406	243,523
	1934-35	66,023	29,885	18,885	74,583	87,379	276,755
North-Western (Commercial)	1933-34	212,749	1,000	340,021	408,386	1,170,155	2,131,326
	1934-35	230,559	61	385,739	533,047	1,185,651	2,335,056
North-Western (Military)	1933-34	13,037	..	17,016	27,496	127,117	184,667
	1934-35	16,115	..	20,062	25,013	127,323	188,513
North-Western (Total)	1933-34	225,786	1,006	357,037	435,882	1,297,272	2,315,993
	1934-35	246,674	60	405,801	558,060	1,312,974	2,523,569
South Indian	1933-34	1,054	..	13,876	34,855	107,078	156,863
	1934-35	1,874	..	17,981	41,266	118,513	179,634
TOTAL 5' 6" GAUGE .	1933-34	3,823,616	1,735,945	1,348,561	2,098,616	6,059,130	15,065,858
	1934-35	4,104,603	1,897,416	1,483,909	2,229,421	6,682,026	16,397,375
3' 3½" GAUGE.							
Assam-Bengal	1933-34	11,990	1,516	13,007	35,626	177,501	239,650
	1934-35	12,341	1,315	15,144	55,358	201,142	285,300
Bengal and North Western	1933-34	38,180	1,111	39,364	111,149	390,730	579,434
	1934-35	53,476	66	41,247	99,986	463,331	658,106
Bombay, Baroda and Central India	1933-34	37,165	12,960	47,566	132,045	395,305	625,041
	1934-35	37,399	14,009	53,851	162,719	415,471	683,469
Burma	1933-34	29,553	393	39,831	175,518	379,484	624,779
	1934-35	23,751	11	40,724	230,226	381,783	676,484

for the years 1933-34 and 1934-35 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	
							5' 6" GAUGE.
138	231	185	182	175	156	167	} Bengal Nagpur.
140	259	196	191	178	163	173	
303	242	300	204	172	302	202	} Bombay, Baroda and Central India.
311	251	291	216	171	309	203	
75	164	140	96	122	82	110	} Eastern Bengal.
75	165	142	124	118	85	112	
265	494	259	327	179	319	267	} East Indian.
258	499	255	323	165	312	253	
291	410	311	293	202	312	247	} Great Indian Peninsula.
274	368	324	316	208	292	250	
176	542	262	177	153	356	192	} Madras and Southern Mahratta.
147	560	278	174	152	355	191	
187	111	129	160	129	155	144	} Nizam's State.
197	111	132	181	136	159	154	
217	17	363	197	164	216	191	} North Western (Commercial).
213	58	362	221	160	213	195	
90	32	157	87	87	90	91	} North Western (Military).
88	Nil	157	82	92	88	94	
226	17	380	210	171	225	200	} North Western (Total).
222	58	381	232	170	221	205	
139	94	155	98	92	139	97	} South Indian.
110	..	179	96	89	110	96	
*215	*388	*275	*235	*169	*250	*209	} TOTAL 5' 6" GAUGE.
*212	*396	*274	*240	*165	*249	*207	
							3' 3½" GAUGE.
108	169	148	158	165	113	159	} Assam-Bergal.
109	172	140	143	159	113	152	
138	39	158	122	133	138	132	} Bengal and North Western.
129	123	149	112	128	129	126	
150	192	249	205	177	159	186	} Bombay, Baroda and Central India.
145	191	248	228	176	155	188	
534	393	201	127	169	531	155	} Burma.
532	Nil	200	158	155	532	162	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3' 3$\frac{3}{8}$" GAUGE—contd.							
Eastern Bengal	1933-34	32,567	10,654	8,927	33,554	139,739	225,441
	1934-35	30,838	17,558	12,021	38,445	149,017	247,879
Jodhpur	1933-34	2,006	Nil	10,043	37,892	62,480	112,421
	1934-35	3,786	Nil	11,014	57,467	71,606	143,873
Madras and Southern Mahratta	1933-34	3,752	14,019	47,849	163,201	216,454	445,275
	1934-35	5,069	14,704	31,648	139,366	234,782	426,169
Nizam's State	1933-34	6,029	6,072	6,943	30,404	35,670	85,118
	1934-35	4,957	6,216	6,956	37,244	34,928	90,301
Kobilkund and Kumaon	1933-34	1,270	Nil	1,073	9,253	77,438	89,039
	1934-35	1,375	Nil	1,096	6,033	91,468	99,972
South Indian	1933-34	4,408	..	22,521	75,354	187,722	290,005
	1934-35	5,943	6	22,915	83,864	192,572	305,300
TOTAL 3' 3$\frac{3}{8}$" GAUGE	1933-34	166,920	45,635	237,124	804,001	2,062,523	3,316,203
	1934-35	179,535	53,894	236,616	910,708	2,236,100	3,616,853
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1933-34	7,103	108	6,214	7,485	23,570	44,480
	1934-35	6,340	131	6,518	8,932	22,514	44,435
Bombay, Baroda and Central India.	1933-34	236	Nil	16	1,057	3,591	4,900
	1934-35	213	Nil	136	985	3,475	4,809
Eastern Bengal	1933-34	1	Nil	Nil	..	46	47
	1934-35	..	Nil	Nil	1	66	67
Great Indian Peninsula	1933-34	410	Nil	Nil	1,386	4,221	6,017
	1934-35	544	Nil	Nil	1,421	3,997	5,962
North Western (Commercial)	1933-34	1,974	..	699	4,104	9,251	16,028
	1934-35	2,165	1	694	3,241	9,014	15,115
North Western (Military)	1933-34	197	1	353	606	3,559	4,716
	1934-35	217	..	442	549	3,093	4,301
North Western (Total)	1933-34	2,171	1	1,052	4,710	12,810	20,744
	1934-35	2,382	1	1,136	3,790	12,107	19,416
South Indian	1933-34	Nil	Nil	2	563	842	1,407
	1934-35	Nil	Nil	2	699	970	1,671
TOTAL 2' 6" & 2' 0" GAUGES	1933-34	9,921	109	7,284	15,201	45,080	77,595
	1934-35	9,479	132	7,792	15,828	43,129	76,360
TOTAL CLASS I RAILWAYS	1933-34	4,000,457	1,781,679	1,592,969	2,917,818	8,166,733	18,459,656
	1934-35	4,293,617	1,951,442	1,728,317	3,155,957	8,961,255	20,090,588

for the years 1933-34 and 1934-35 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3' 3½" GAUGE—contd.
132	134	96	111	107	132	111	} Eastern Bengal.
123	147	106	102	104	131	108	
159	Nil	219	179	103	159	128	} Jodhpur.
196	Nil	221	213	98	196	135	
110	312	301	181	151	225	173	} Madras and Southern Mahratta.
109	263	199	176	156	189	166	
195	185	198	125	104	190	125	} Nizam's State.
197	185	195	136	108	190	131	
45	Nil	25	75	74	45	72	} Rohilkund & Kumaon.
48	Nil	26	63	72	48	70	
67	13	130	103	79	67	87	} South Indian.
73	52	130	90	79	73	86	
*151	*193	*186	*142	*131	*158	*138	} TOTAL 3' 3½" GAUGE.
*139	*184	*171	*149	*128	*148	*137	
							2' 6" AND 2' 0" GAUGES.
96	126	127	69	51	96	64	} Bengal-Nagpur.
88	122	123	73	52	88	65	
31	Nil	29	25	21	31	22	} Bombay, Baroda and Central India.
31	Nil	47	27	18	31	20	
16	Nil	Nil	19	19	16	18	} Eastern Bengal.
..	Nil	Nil	18	18	..	18	
37	Nil	Nil	49	36	37	38	} Great Indian Peninsula.
35	Nil	Nil	49	34	35	37	
34	Nil	46	40	44	34	42	} North Western (Commercial).
30	40	39	37	46	30	41	
60	46	81	72	59	59	62	} North Western (Military).
58	Nil	81	72	63	58	65	
37	46	60	43	51	37	47	} North Western (Total).
33	40	54	41	52	33	46	
Nil	Nil	20	33	29	Nil	30	} South Indian.
Nil	Nil	21	32	31	Nil	31	
*66	*109	*107	*50	*43	*66	*19	} TOTAL 2' 6" AND 2' 0" GAUGES.
*56	*132	*101	*52	*43	*57	*49	
*210	*378	*255	*195	*155	*243	*189	} TOTAL CLASS I RAILWAYS.
*207	*384	*252	*201	*152	*241	*187	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1933-34	1,21,99	38,24	16,51	78,14	2,75,56	5,33,44
	1934-35	1,31,44	41,76	19,76	74,05	3,14,20	5,81,21
Bombay, Baroda and Central India	1933-34	27,81	57	4,85	57,03	3,05,69	3,95,88
	1934-35	29,92	59	6,14	52,25	3,09,76	3,98,66
Eastern Bengal	1933-34	19,58	2,65	5,15	12,35	1,58,89	1,98,62
	1934-35	19,46	3,50	5,88	18,62	1,63,48	2,10,94
East Indian	1933-34	3,16,54	1,51,78	48,82	1,77,25	4,80,99	12,04,48
	1934-35	3,82,84	1,62,76	53,07	1,58,00	5,14,20	12,70,87
Great Indian Peninsula	1933-34	52,96	12,10	30,30	1,92,35	5,31,27	8,19,28
	1934-35	55,57	16,80	31,75	1,73,53	5,49,12	8,25,77
Madras and Southern Mahratta	1933-34	7,36	9,62	13,00	69,09	1,51,06	2,53,13
	1934-35	6,30	10,55	12,21	70,49	1,50,62	2,50,17
Nizam's State	1933-34	13,52	6,28	2,28	23,86	45,33	91,27
	1934-35	14,80	6,68	2,34	25,81	46,06	95,72
North Western (Commercial)	1933-34	25,16	..	37,42	1,69,04	5,88,57	8,20,49
	1934-35	28,88	1	42,21	2,20,93	5,80,38	8,82,41
North Western (Military)	1933-34	1,60	..	1,88	11,40	57,17	72,05
	1934-35	2,03	..	2,22	10,46	58,01	72,75
North Western (Total)	1933-34	27,06	..	39,30	1,80,44	6,45,74	8,92,54
	1934-35	30,91	1	44,43	2,31,39	6,48,42	9,55,16
South Indian	1933-34	35	Nil	2,39	21,09	63,99	87,82
	1934-35	57	Nil	2,28	21,54	70,30	97,69
TOTAL 5' 6" GAUGE	1933-34	6,20,20	2,21,51	1,62,60	8,11,60	26,60,52	44,76,46
	1934-35	6,71,81	2,41,65	1,77,86	8,28,71	27,66,16	46,86,19
3' 3½" GAUGE.							
Assam-Bengal	1933-34	3,39	22	1,73	16,22	76,44	98,00
	1934-35	3,56	20	1,95	25,40	82,50	1,13,61
Bengal and North Western	1933-34	8,71	..	5,34	51,82	1,45,73	2,11,60
	1934-35	12,77	1	5,60	48,17	1,51,94	2,18,49
Bombay, Baroda and Central India	1933-34	5,19	1,60	4,46	54,08	2,11,38	2,76,71
	1934-35	5,57	1,72	5,05	61,08	2,23,83	2,97,25
Burma	1933-34	6,32	5	5,14	93,86	1,46,66	2,52,03
	1934-35	5,08	Nil	5,24	1,07,81	1,47,22	2,65,35

for the years 1933-34 and 1934-35 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51		52
5' 6" GAUGE.							
3.31	2.52	2.45	9.90	5.25	3.08	4.45	} Bengal-Nagpur.
3.21	2.45	2.45	9.79	4.90	2.98	4.23	
2.35	2.26	1.80	8.86	10.7	2.35	7.94	} Bombay, Baroda and Central India.
2.48	2.09	1.80	8.02	10.3	2.47	7.64	
4.34	3.12	2.85	7.60	9.71	4.14	7.89	} Eastern Bengal.
4.56	2.88	2.81	6.69	7.93	4.04	6.77	
3.20	2.43	2.47	5.33	7.18	2.92	4.14	} East Indian.
3.23	2.45	2.49	5.26	6.71	2.95	4.06	
2.49	2.37	2.24	7.57	8.97	2.46	6.57	} Great Indian Peninsula.
2.62	2.33	2.24	6.65	8.79	2.55	6.32	
4.26	1.87	2.41	9.44	10.0	2.47	7.25	} Madras and Southern Mahratta.
4.37	1.89	2.37	8.79	9.44	2.40	6.92	
4.33	4.48	2.42	8.30	10.4	4.38	7.20	} Nizam's State.
4.30	4.29	2.38	6.65	10.1	4.30	6.64	
2.30	2.47	2.11	7.95	9.65	2.30	7.39	} North Western (Commercial).
2.40	1.54	2.10	7.96	9.55	2.40	7.25	
2.35	3.87	2.13	7.96	8.62	2.35	7.48	} North Western (Military).
2.42	Nil	2.12	8.03	8.74	2.42	7.40	
2.31	2.53	2.11	7.95	9.55	2.30	7.40	} North Western (Total).
2.40	1.51	2.10	7.96	9.47	2.40	7.26	
5.17	2.04	2.49	11.6	11.5	5.17	10.7	} South Indian.
5.85	Nil	2.43	11.4	11.3	5.85	10.4	
3.11	2.45	2.32	7.43	8.43	2.91	5.70	} TOTAL 5' 6" GAUGE.
3.14	2.45	2.30	7.14	7.95	2.92	5.49	
3' 3½" GAUGE.							
5.23	2.76	2.42	8.70	8.21	4.95	7.73	} Assam Bengal.
5.37	2.91	2.32	8.75	7.83	5.14	7.59	
4.38	2.15	2.61	8.95	7.16	4.38	7.01	} Bengal and North Western.
4.59	2.59	2.61	9.25	6.30	4.58	6.37	
2.68	2.37	1.80	7.86	10.3	2.60	8.50	} Bombay, Baroda and Central India.
2.86	2.36	1.80	7.21	10.3	2.72	8.35	
4.11	2.48	2.48	10.2	7.40	4.09	7.73	} Burma.
4.11	Nil	2.47	8.98	7.40	4.11	7.52	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
3' 3½" GAUGE—contd.							
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1933-34	7,32	1,74	1,34	13,80	80,98	1,05,18
	1934-35	6,08	2,62	1,73	13,08	82,42	1,07,73
Jodhpur	1933-34	27	Nil	1,17	14,52	31,45	50,41
	1934-35	53	Nil	1,27	19,46	38,16	59,42
Madras and Southern Mahratta	1933-34	1,09	1,93	4,92	98,21	1,17,03	*2,23,18
	1934-35	1,88	2,12	3,60	78,59	1,22,75	*2,08,04
Nizam's State	1933-34	1,47	1,02	90	11,63	25,59	43,61
	1934-35	1,18	1,02	91	16,76	24,37	44,24
Rohilkund and Kumaon	1933-34	26	Nil	14	4,99	32,92	38,31
	1934-35	21	Nil	14	3,81	36,24	40,43
South Indian	1933-34	1,35	..	3,00	45,19	1,11,21	1,60,75
	1934-35	1,79	..	3,04	49,57	1,12,27	1,66,67
TOTAL 3' 3½" GAUGE	1933-34	35,37	6,56	28,14	4,07,32	9,82,39	11,59,78
	1934-35	39,58	7,69	28,53	4,21,63	10,21,70	15,22,13
2' 6" AND 2' 0" GAUGES.							
Bengal-Nagpur	1933-34	1,97	2	79	4,20	10,57	17,85
	1934-35	1,77	2	83	4,71	10,41	17,74
Bombay, Baroda and Central India	1933-34	10	Nil	..	1,25	3,59	4,85
	1934-35	9	Nil	1	1,08	3,43	4,61
Eastern Bengal	1933-34	Nil	Nil	Nil	..	4	4
	1934-35	Nil	Nil	Nil	..	5	5
Great Indian Peninsula	1933-34	13	Nil	Nil	96	4,62	5,71
	1934-35	12	Nil	Nil	87	4,09	5,08
North Western (Commercial)	1933-34	83	Nil	16	3,37	9,81	14,17
	1934-35	52	Nil	18	2,94	11,56	15,20
North Western (Military)	1933-34	4	..	8	39	2,07	2,58
	1934-35	4	..	9	37	1,99	2,40
North Western (Total)	1933-34	87	..	24	3,76	11,88	16,75
	1934-35	56	..	27	3,31	13,55	17,69
South Indian	1933-34	Nil	Nil	..	36	78	1,14
	1934-35	Nil	Nil	..	44	88	1,32
TOTAL 2' 6" & 2' 0" GAUGES	1933-34	3,07	2	1,03	10,53	31,69	46,34
	1934-35	2,54	2	1,11	10,41	32,41	46,49
TOTAL CLASS I RAILWAYS	1933-34	6,58,64	2,28,12	1,91,77	12,29,45	36,74,60	59,82,58
	1934-35	7,13,93	2,49,36	2,07,50	12,63,75	38,20,27	62,54,81

* Includes Mormugoa Harbour receipt.

for the years 1933-34 and 1934-35 (In thousands)—concl'd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3' 3 $\frac{1}{2}$ " GAUGE—concl'd.
4.16	3.01	2.77	7.83	10.8	3.88	8.72	Eastern Bengal.
4.20	2.73	2.69	6.85	10.3	3.67	8.12	
2.57	Nil	2.23	7.36	10.6	2.57	8.61	Jodhpur.
2.71	Nil	2.21	6.50	10.2	2.71	7.93	
5.58	2.64	1.97	11.6	10.4	3.26	9.62	Madras and Southern Mahratta.
6.37	2.77	2.18	10.8	10.0	3.77	9.41	
4.69	3.21	2.50	9.24	13.8	3.95	9.84	Nizam's State.
4.57	3.16	2.50	8.64	13.4	3.79	9.41	
3.90	Nil	2.45	10.4	8.16	3.90	8.26	Rohilkund and Kumaon.
3.31	Nil	2.45	12.1	7.61	3.31	7.76	
5.90	7.38	2.56	11.5	11.2	5.90	10.5	South Indian.
5.78	2.64	2.54	11.3	11.0	5.77	10.4	
4.07	2.76	2.28	9.73	9.15	3.79	8.45	TOTAL 3' 3 $\frac{1}{2}$ " GAUGE.
4.23	2.74	2.32	8.95	8.77	3.89	8.08	
							2' 6" AND 2' 0" GAUGES.
5.32	2.45	2.45	10.8	8.85	5.28	7.70	Bengal Nagpur.
5.35	2.45	2.45	10.1	8.88	5.29	7.66	
8.15	Nil	1.80	22.6	18.7	8.15	19.0	Bombay, Baroda and Central India.
7.62	Nil	1.80	21.1	19.0	7.62	18.4	
2.80	Nil	Nil	25.0	16.1	2.80	15.9	Eastern Bengal.
..	Nil	Nil	20.4	13.7	..	13.8	
5.86	Nil	Nil	13.3	21.0	5.86	18.2	Great Indian Peninsula.
4.28	Nil	Nil	11.8	19.6	4.28	16.3	
8.11	Nil	4.46	15.8	20.3	8.11	17.0	North Western (Commercial).
4.56	1.98	4.91	17.4	24.6	4.56	19.3	
3.56	4.69	3.92	12.5	11.2	3.57	10.5	North Western (Military).
3.59	Nil	3.95	13.0	12.3	3.59	11.1	
7.69	4.69	4.28	15.3	17.8	7.69	15.5	North Western (Total).
4.48	1.98	4.53	16.8	21.4	4.47	17.5	
Nil	Nil	2.67	12.2	17.8	Nil	15.6	South Indian.
Nil	Nil	2.56	12.0	17.6	Nil	15.2	
5.94	3.52	2.71	13.3	13.5	5.92	11.5	TOTAL 2' 6" & 2' 0" GAUGES
5.14	2.91	2.74	12.6	14.4	5.11	11.7	
3.16	2.46	2.31	8.09	8.64	2.94	6.22	TOTAL CLASS I RAILWAYS.
3.19	2.45	2.31	7.69	8.19	2.96	5.98	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	1933-34	2,31,206	7,31,39	28,648	549.4	6.48
	1934-35	2,32,224	7,82,26	30,715	589.1	6.29
Bombay, Baroda and Central India	1933-34	2,15,801	6,55,98	52,078	998.8	7.78
	1934-35	2,16,545	6,63,97	52,713	1,010.9	7.91
Eastern Bengal	1933-34	2,58,802	3,41,53	38,238	733.3	5.59
	1934-35	2,57,938	3,75,59	41,908	803.7	5.08
East Indian	1933-34	3,10,212	18,29,58	40,503	776.8	6.43
	1934-35	3,19,235	18,87,84	41,791	801.5	6.40
Great Indian Peninsula	1933-34	2,98,105	12,75,31	35,890	688.1	5.96
	1934-35	2,97,004	12,66,53	35,643	683.6	5.82
Madras and Southern Mahratta	1933-34	1,63,503	4,35,01	37,602	721.1	6.97
	1934-35	1,82,824	4,30,27	37,184	713.1	6.85
Nizam's State	1933-34	1,09,721	1,33,68	19,339	370.9	7.38
	1934-35	1,09,800	1,38,49	20,036	384.3	7.63
North Western (Commercial)	1933-34	2,26,683	13,72,24	28,268	542.1	7.30
	1934-35	2,25,052	14,28,72	29,432	564.5	7.28
North Western (Military)	1933-34	1,99,570	1,21,52	8,622	165.4	4.78
	1934-35	1,98,558	1,21,93	8,652	165.9	4.75
North Western (Total)	1933-34	2,19,996	14,93,76	23,848	457.4	7.00
	1934-35	2,18,517	15,50,65	24,756	474.8	6.99
South Indian	1933-34	1,76,962	1,59,57	26,550	509.2	5.26
	1934-35	1,77,242	1,71,29	27,224	522.1	5.30
TOTAL 5' 6" GAUGE	1933-34		70,55,81	32,742	627.9	6.52
	1934-35		72,66,89	33,675	645.8	6.42
3' 3½" GAUGE.						
Assam-Bengal	1933-34	1,92,701	1,73,11	12,510	240.5	4.67
	1934-35	1,93,238	1,92,08	13,878	266.2	4.94
Bengal and North Western	1933-34	1,00,443	3,34,03	14,536	279.0	4.00
	1934-35	1,01,080	3,46,36	15,085	289.0	4.00
Bombay, Baroda and Central India	1933-34	‡	4,76,07	21,557	413.4	6.07
	1934-35	‡	5,02,25	22,742	436.1	6.32
Burma	1933-34	1,66,894	3,66,47	17,764	340.7	5.17
	1934-35	1,65,930	3,78,33	18,345	351.8	5.10

* In the case of State-owned railways.

† In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5' 6" Gauge.

of Class I Railways rated against selected units for the years 1933-34 and 1934-35.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
5' 6" GAUGE.						
4,99,74	374.9	4.42	2,31,65	9,101.5	2.06	} Bengal-Nagpur.
5,37,00	402.9	4.30	2,45,26	9,704.6	1.99	
3,51,01	534.4	4.16	3,04,97	24,211.5	3.62	} Bombay, Baroda and Central India.
4,00,42	609.7	4.77	2,63,55	20,923.5	3.14	
2,92,45	628.3	4.79	49,08	5,475.4	0.80	} Eastern Bengal.
2,97,15	636.4	4.02	78,44	8,725.9	1.06	
11,64,16	493.8	4.09	6,65,42	14,752.2	2.34	} East Indian.
11,80,76	501.1	4.00	7,07,08	15,664.4	2.40	
9,30,22	501.9	4.35	3,45,09	9,711.5	1.61	} Great Indian Peninsula.
9,14,35	493.5	4.20	3,52,18	9,911.1	1.62	
2,47,66	410.6	3.97	1,87,35	16,194.1	3.00	} Madras and Southern Mahratta.
2,60,26	431.4	4.14	1,70,01	14,692.2	2.71	
68,89	191.1	3.85	64,79	9,373.3	3.63	} Nizam's State.
69,61	193.1	3.83	68,88	9,966.0	3.80	
9,88,27	388.5	5.23	3,83,97	8,009.4	2.07	} North Western (Commercial).
10,01,57	405.9	5.24	4,27,15	8,265.5	2.05	
1,66,67	226.8	6.55	—45,15	—3,203.1	—1.77	} North Western (Military).
1,71,13	232.9	6.66	—49,20	—3,491.9	—1.92	
11,54,94	352.1	5.39	3,38,82	5,486.7	1.61	} North Western (Total).
11,72,70	367.0	5.40	3,77,95	5,620.1	1.59	
90,24	288.0	2.97	69,33	11,534.4	2.29	} South Indian.
92,15	280.9	2.85	79,14	12,577.5	2.45	
47,99,31	427.0	4.43	22,56,50	10,479.5	2.09	} TOTAL 5' 6" GAUGE.
49,24,40	437.4	4.35	23,42,49	10,868.2	2.07	
3' 3½" GAUGE.						
1,29,50	177.3	3.45	43,61	3,266.5	1.22	} Assam Bengal.
1,36,10	180.7	3.47	55,98	4,132.0	1.46	
1,46,86	122.0	2.00	1,87,17	8,178.0	2.00	} Bengal and North Western.
1,58,05	132.0	2.00	1,88,31	8,224.0	2.00	
2,70,22	234.6	3.44	2,05,85	9,325.6	2.63	} Bombay, Baroda and Central India.
2,73,80	237.8	3.45	2,28,45	10,344.1	2.87	
2,80,98	258.9	3.93	85,49	4,266.0	1.24	} Burma.
2,85,12	263.0	3.81	93,21	4,630.0	1.29	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

Railways rated against selected units for the years 1933-34 and 1934-35—concl'd.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week. §	Working expenses per train mile. §	Net earnings (in thousands of rupees). §	Net earnings per mean mile worked. §	Net earnings per train mile. §	Railway.
8	9	10	11	12	13	14
						3' 3 $\frac{3}{4}$ " GAUGE—concl'd.
1,44,01	250.0	3.83	34,08	3,324.5	0.98	} Eastern Bengal.
1,46,99	254.6	3.64	34,27	3,346.9	0.92	
53,56	105.0	3.29	40,20	4,102.3	2.47	} Jodhpur.
55,60	109.4	3.11	51,51	5,282.8	2.88	
1,90,09	170.1	2.53	1,58,43	7,355.2	2.10	} Madras and Southern Mahratta.
1,88,00	168.6	2.57	1,38,62	6,442.2	1.88	
51,21	145.9	3.45	23,82	3,610.9	1.60	} Nizam's State.
49,86	144.9	3.29	25,64	3,885.5	1.69	
37,57	109.0	2.00	35,51	6,318.0	2.00	} Rohilkund and Kumaon.
32,33	110.0	2.00	37,47	6,668.0	2.00	
2,21,56	229.1	2.31	1,57,14	8,444.9	1.63	} South Indian.
2,26,17	237.4	2.30	1,52,58	8,295.4	1.54	
15,19,89	191.1	2.89	9,71,30	6,381.0	1.85	} TOTAL 3' 3 $\frac{3}{4}$ " GAUGE.
15,52,02	195.2	2.86	10,06,04	6,636.1	1.86	
						2' 6" AND 2' 0" GAUGES.
40,34	83.5	2.35	—7,29	—786.5	—0.42	} Bengal Nagpur.
38,50	79.7	2.26	—5,79	—624.2	—0.34	
7,28	62.3	1.82	2,82	1,251.9	0.70	} Bombay, Baroda and Central India.
7,64	65.4	1.94	2,14	952.9	0.54	
1,30	67.6	1.18	—6	—163.0	—0.05	} Eastern Bengal.
1,53	79.3	1.30	—24	—642.5	—0.20	
4,73	37.2	0.99	4,54	1,859.3	0.95	} Great Indian Peninsula.
4,45	34.9	0.93	4,09	1,672.3	0.85	
36,22	204.9	4.51	—8,32	—3,360.3	—1.42	} North Western (Commercial).
43,01	220.3	5.08	—14,59	—4,497.7	—1.91	
18,37	115.2	8.24	—13,69	—4,467.3	—6.13	} North Western (Military).
18,66	117.0	8.28	—13,89	—4,532.1	—6.15	
54,59	165.0	5.25	—22,01	—3,852.2	—2.35	} North Western (Total).
61,67	179.4	5.72	—2,848	—4,513.0	—2.76	
3,72	72.4	2.37	—1,48	—1,502.6	—0.94	} South Indian.
3,76	73.1	2.43	—1,48	—1,502.5	—0.96	
1,11,96	96.6	2.80	—23,48	—1,039.5	—0.58	} TOTAL 2' 6" AND 2' 0" GAUGES.
1,17,55	101.4	2.96	—29,76	—1,361.3	—0.76	
64,31,16	316.4	3.90	32,04,32	8,232.1	1.95	} TOTAL CLASS I RAILWAYS.
65,93,97	324.7	3.85	33,18,77	8,534.1	1.94	

Railways.

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

for the years 1933-34 and 1934-35.

changed from $5\frac{1}{2}$ to $4\frac{1}{2}$ per cent. per annum with effect from the year 1933-34.

§ GOODS TRAFFIC.									Railway.
Goods earning per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (viz., one ton) one mile.	Cost of hauling a goods unit (viz., one ton) one mile (including interest on capital expended on open line at the rate of $4\frac{1}{2}$ per cent. per annum) (see note under the heading.)	Profit on working a goods unit (viz., one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" GAUGE.
8.99	5.62	3.37	41.5	25.9	15.6	2.79	4.73	1.66	Bengal Nagpur.
8.57	5.45	3.12	40.6	25.9	14.7	2.70	4.45	1.53	
15.7	7.32	8.34	67.1	31.4	35.7	3.67	6.35	4.27	Bombay, Baroda and Central India.
16.1	8.78	7.29	67.4	36.8	30.6	4.14	6.78	3.50	
11.8	7.48	4.32	52.9	33.7	19.2	5.06	7.79	2.83	Eastern Bengal.
10.2	6.30	3.90	45.1	27.7	17.4	4.32	6.67	2.45	
9.98	5.95	4.03	38.4	22.9	15.5	2.48	3.86	1.66	East Indian.
9.76	5.83	3.93	37.9	22.6	15.3	2.43	3.78	1.63	
12.3	7.19	5.16	55.3	32.2	23.1	3.84	5.94	2.73	Great Indian Peninsula
12.0	6.93	5.11	53.2	30.6	22.6	3.65	5.67	2.67	
12.3	6.08	6.23	53.5	26.4	27.0	3.59	5.64	3.66	Madras and Southern Mah-ratta.
12.0	6.28	5.67	52.5	27.6	24.9	3.64	6.02	3.28	
10.3	4.67	5.63	64.8	29.4	35.4	3.27	††6.21	3.93	Nizam's State.
10.9	4.91	6.03	58.6	26.3	32.3	3.00	††5.78	3.64	
11.7	7.50	4.17	53.6	34.5	19.1	4.79	7.58	2.61	North Western.
11.9	7.54	4.31	53.9	34.3	19.6	4.64	7.23	2.62	
11.5	4.41	7.09	77.0	29.5	47.5	4.12	6.41	6.58	South Indian.
11.6	4.30	7.34	76.8	28.4	48.4	3.87	6.12	6.53	
5.09	3.51	1.58	36.9	25.5	11.4	5.43	10.6	2.35	3' 3½" GAUGE.
5.20	3.40	1.80	36.2	23.6	12.6	5.00	9.62	2.59	
6.00	2.00	4.00	33.0	12.0	21.0	2.00	3.99	5.01	Bengal and North-Western.
5.00	2.00	3.00	28.0	12.0	16.0	2.00	4.03	4.37	
8.89	4.70	4.19	41.3	21.8	19.5	4.49	6.33	4.01	Bombay, Baroda and Central India.
9.05	4.57	4.48	41.6	21.0	20.6	4.21	5.92	4.14	
7.46	4.96	2.50	43.7	29.0	14.7	5.14	8.07	2.59	Burma.
7.65	5.11	2.54	42.5	28.4	14.1	5.03	7.82	2.49	
7.19	4.83	2.36	32.2	21.6	10.6	5.89	†9.35	2.83	Eastern Bengal.
7.08	4.69	2.39	32.7	21.7	11.0	5.40	†8.51	2.72	
6.10	3.31	2.79	32.5	17.7	14.8	4.68	6.84	3.93	Jodhpur.
6.26	3.20	3.06	31.7	16.2	15.5	4.05	5.88	3.88	
6.44	3.03	3.41	45.4	21.4	24.1	4.53	7.11	5.09	Madras and Southern Mah-ratta.
6.32	3.17	3.15	44.3	22.3	22.1	4.73	7.42	4.68	
9.41	5.50	3.94	56.9	33.1	23.8	5.76	**	4.08	Nizam's State.
9.63	5.43	4.20	52.8	29.8	23.0	5.33	**	4.08	
5.76	2.26	3.50	47.2	18.5	28.7	3.25	5.45	5.01	Rohilkund and Kumaon.
5.38	2.16	3.22	43.4	17.4	26.0	3.13	5.24	4.63	
7.29	3.44	3.85	42.8	20.2	22.6	5.02	8.65	5.48	South Indian.
7.44	3.60	3.84	42.1	20.3	21.8	5.07	8.56	5.33	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

† Metro and Narrow gauges combined.

** Included in Broad gauge.

†† Broad and Metro gauges combined.

16.—Statement of ton mileage of Class I Railways for the years 1933-34 and 1934-35.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
5' 6" GAUGE.									
Bengal-Nagpur	1933-34	2,237,232	1,623,412	4,475,193	2,214,569	5,167,114	2,230,058	5,313,596	
	1934-35	2,581,813	1,689,015	5,113,917	2,316,306	5,913,072	2,330,135	6,086,986	
Bombay, Baroda and Central India	1933-34	937,150	1,115,114	2,013,119	1,535,627	2,269,861	1,532,626	2,312,827	
	1934-35	981,036	1,067,306	2,071,556	1,182,910	2,327,882	1,485,905	2,399,744	
Eastern Bengal	1933-34	427,829	1,259,152	996,612	1,666,880	1,120,027	1,671,478	1,342,312	
	1934-35	461,262	1,425,363	1,082,534	1,915,238	1,226,276	1,919,818	1,721,791	
East Indian	1933-34	5,531,573	4,981,281	11,052,631	6,588,688	12,359,868	6,663,239	12,689,095	
	1934-35	5,923,010	4,992,694	11,852,842	6,828,257	13,375,333	6,906,030	13,811,802	
Great Indian Peninsula	Steam	1933-34	2,105,487	2,896,228	4,488,998	3,906,421	5,129,810	3,911,496	5,205,241
		1934-35	2,227,466	2,062,810	4,775,599	4,003,036	5,412,617	4,005,530	5,524,293
	Electric §	1933-34	274,716	525,746	567,319	711,941	650,389	716,401	663,632
		1934-35	263,498	530,452	557,243	714,103	638,069	711,267	652,308
Madras and Southern Mahratta	1933-34	662,589	1,092,172	1,526,997	1,518,338	1,767,558	1,568,625	1,815,609	
	1934-35	682,527	1,121,164	1,557,889	1,595,972	1,801,846	1,613,052	1,857,074	
Nizam's State	1933-34	239,980	258,118	479,416	372,573	599,354	373,126	620,695	
	1934-35	274,135	271,766	560,182	389,369	681,799	390,039	704,046	
North Western	1933-34	2,218,409	4,110,139	5,032,295	5,556,683	5,858,700	5,567,199	6,106,309	
	1934-35	2,141,519	4,286,155	5,122,097	5,764,986	6,288,114	5,776,045	6,554,658	
South Indian	1933-34	147,968	531,288	359,116	775,243	418,560	776,115	443,590	
	1934-35	168,578	553,708	396,457	898,100	472,023	899,993	500,594	
TOTAL 5' 6" GAUGE	Steam	1933-34	14,508,517	17,868,907	30,415,408	24,165,922	34,662,862	24,291,262	35,879,277
		1934-35	15,744,726	18,370,320	32,832,983	25,104,174	37,631,862	25,235,656	39,163,987
	Electric§	1933-34	274,716	525,746	567,319	711,941	650,389	716,401	663,632
		1934-35	263,498	530,452	557,243	714,103	638,069	711,267	652,308
3' 3½' GAUGE									
Assam Bengal	1933-34	222,503	403,486	502,291	476,815	586,267	477,988	629,786	
	1934-35	270,920	404,919	595,105	473,287	691,721	474,596	727,767	
Bengal and North Western	1933-34	549,046	816,340	1,027,071	1,066,359	1,164,654	1,137,391	1,241,244	
	1934-35	602,398	801,722	1,144,080	1,047,516	1,310,658	1,118,561	1,480,169	
Bombay, Baroda and Central India	1933-34	616,888	874,983	1,222,420	1,153,265	1,416,074	1,153,562	1,450,578	
	1934-35	677,160	920,184	1,324,270	1,188,099	1,512,517	1,189,038	1,545,754	
Burma	1933-34	594,180	670,839	1,119,417	919,492	1,360,800	921,186	1,483,611	
	1934-35	650,510	634,158	1,229,501	902,539	1,489,974	903,876	1,605,107	

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of Class I Railways for the years 1933-34 and 1934-35—concl'd.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).		
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	
1	2	3	4	5	6	7	8	9	
3' 3½" GAUGE—concl'd.									
Eastern Bengal	1933-34	220,463	477,026	543,086	612,592	623,620	612,865	659,638	
	1934-35	238,902	516,226	564,461	663,989	650,562	665,419	689,804	
Jodhpur	1933-34	106,275	177,220	233,941	224,836	282,731	225,021	296,026	
	1934-35	140,551	185,088	299,933	235,331	357,123	235,528	365,578	
Madras and Southern Mahratta	1933-34	438,754	584,578	967,996	836,885	1,212,757	839,441	1,239,021	
	1934-35	419,861	573,223	937,516	825,409	1,176,484	827,940	1,202,165	
Nizam's State	1933-34	82,210	138,065	166,919	205,044	200,754	205,248	216,031	
	1934-35	88,100	143,895	181,769	213,528	217,336	213,704	229,423	
Rohilkund and Kumaon	1933-34	86,765	142,462	156,682	194,047	189,766	195,799	203,368	
	1934-35	93,596	141,574	168,143	194,287	204,311	196,281	231,549	
South Indian	1933-34	271,453	901,160	619,751	1,257,446	736,430	1,258,280	787,782	
	1934-35	284,638	930,987	655,178	1,300,918	772,856	1,301,958	831,702	
TOTAL 3' 3½" GAUGE	1933-34	3,188,537	6,186,159	6,560,174	6,946,781	7,773,853	7,027,081	8,207,085	
	1934-35	3,466,636	5,251,976	7,100,256	7,044,933	8,383,542	7,126,901	8,908,998	
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	1933-34	41,250	120,245	100,541	176,055	132,629	176,432	145,364	
	1934-35	41,747	121,133	103,565	174,555	136,992	174,845	148,431	
Bombay, Baroda and Central India	1933-34	4,592	14,854	10,645	22,558	13,970	22,560	14,969	
	1934-35	4,554	14,580	10,119	22,465	13,329	22,465	14,010	
Eastern Bengal	1933-34	47	4,089	207	5,768	270	5,771	270	
	1934-35	47	4,751	180	6,147	236	6,148	309	
Great Indian Peninsula	1933-34	5,664	16,618	14,755	28,720	24,889	28,727	27,573	
	1934-35	5,611	17,584	14,708	28,850	24,376	28,850	27,394	
North Western	1933-34	19,210	45,947	51,634	73,342	80,676	73,760	86,206	
	1934-35	18,602	46,069	52,534	74,393	81,904	74,542	86,267	
South Indian	1933-34	1,404	7,237	3,445	11,876	5,038	11,876	5,048	
	1934-35	1,646	7,047	3,945	11,417	5,653	11,417	6,749	
TOTAL 2' 6" AND 2' 0" GAUGES	1933-34	72,167	208,990	181,227	318,319	257,472	319,126	279,370	
	1934-35	72,207	211,164	185,051	317,827	262,490	318,267	282,153	
TOTAL CLASS I RAILWAYS {	Steam .	1933-34	17,769,221	23,264,056	37,156,809	31,430,122	42,694,177	31,640,469	44,365,732
		1934-35	19,283,569	23,833,460	40,118,290	32,466,934	46,177,894	32,680,824	48,355,138
	Electric §	1933-34	274,716	525,746	567,319	714,941	650,389	716,401	663,632
		1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308

* See remarks on page 118.

§ See remarks on page 118.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1933-34 and 1934-35
(In thousands).

Railway.	Year.	TRAIN MILES												
		Passen- ger.	Goods.			Pas- senger pro- por- tion.	Mixed.		Passen- ger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total (Cols. 10 +11).	Departmental.		
			Main lines.	Branch lines.	Total (Cols. 4 +5).		Goods proportion.	Total (Cols. 7 +8).				Passen- ger and total mixed.	Goods.	Total (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal-Nagpur	1933-34	5,093	3,201	2,130	5,331	186	221	407	6,279	5,552	10,831	30	297	327
	1934-35	5,458	3,644	2,490	6,134	107	241	348	5,565	6,375	11,940	30	356	386
Bombay, Baroda and Central India	1933-34	3,556	1,694	258	1,852	276	576	852	3,832	2,428	6,260	16	71	86
	1934-35	3,564	1,544	259	1,803	262	589	851	3,826	2,392	6,218	13	67	80
Eastern Bengal	1933-34	4,242	1,092	101	1,193	152	87	239	4,394	1,280	5,674	10	421	431
	1934-35	5,088	1,220	140	1,360	154	79	233	5,242	1,448	6,690	8	688	696
East Indian	1933-34	15,043	9,337	1,897	11,234	1,153	245	1,398	16,196	11,479	27,675	162	615	777
	1934-35	14,983	9,038	2,092	12,030	1,265	271	1,536	16,248	12,301	28,549	171	750	921
Great Indian Peninsula {	1933-34	9,367	3,845	1,577	5,422	695	249	944	10,062	5,671	15,733	13	360	373
	1934-35	9,493	3,867	1,808	5,675	684	257	941	10,177	5,932	16,109	13	345	358
	1933-34	1,602	573	Nil	573	Nil	Nil	Nil	1,602	573	2,175	8	61	69
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
Madras and Southern Mahratta	1933-34	3,980	1,305	424	1,729	150	194	344	4,130	1,923	6,053	58	130	188
	1934-35	3,987	1,333	389	1,722	155	234	389	4,142	1,956	6,098	49	137	186
Nizam's State.	1933-34	680	446	Nil	446	217	342	559	897	788	1,685	1	101	102
	1934-35	737	555	1	556	197	250	447	934	806	1,740	2	72	74
North Western	1933-34	10,315	4,892	882	5,774	3,300	1,617	4,917	13,615	7,391	21,006	32	301	333
	1934-35	10,197	5,100	869	5,969	3,866	1,739	5,605	14,063	7,708	21,771	33	383	416
South Indian	1933-34	2,337	432	77	509	124	118	242	2,461	627	3,088	1	138	139
	1934-35	2,466	404	115	609	113	86	199	2,679	695	3,274	1	147	148
Total 5' 6" gauge {	1933-34	54,613	26,144	7,346	33,490	6,253	3,649	9,902	60,866	37,139	98,005	322	2,434	2,756
	1934-35	55,973	27,695	8,172	35,867	6,803	3,746	10,549	62,776	39,613	102,389	320	2,945	3,265
	1933-34	1,602	573	Nil	573	Nil	Nil	Nil	1,602	573	2,175	8	61	69
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
3' 3½" GAUGE.														
Assam Bengal	1933-34	3	51	201	252	1,622	1,521	3,143	1,625	1,773	3,398	8	153	161
	1934-35	3	116	285	401	1,518	1,593	3,111	1,621	1,994	3,615	7	186	193
Bengal and North-Western	1933-34	4,141	1,209	877	2,086	856	752	1,608	4,997	2,538	7,535	12	292	304
	1934-35	3,921	1,313	1,116	2,429	962	762	1,724	4,883	3,191	8,074	17	494	511
Bombay, Baroda and Central India	1933-34	3,243	1,206	1,049	2,255	787	802	1,589	4,750	3,057	7,787	3	53	56
	1934-35	3,777	1,248	1,078	2,326	885	809	1,784	4,662	3,225	7,887	6	56	62
Barma	1933-34	1,170	1,213	503	1,716	2,522	1,298	3,820	3,692	3,014	6,706	13	354	637
	1934-35	1,254	1,380	537	1,917	2,687	1,208	3,895	3,941	3,125	7,066	15	332	347

‡ Excluding electric multiple unit suburban train.

17.—Statement of Train and Engine † Mileage of Class I Railways for the years 1933-34 and 1934-35
(In thousands)—contd.

Railways.	Year.	TRAIN MILES.												
		Passen-ger.	Goods.			Mixed.			Passen-ger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Departmental.		
			Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passen-ger proportion.	Goods proportion.	Total. (Cols. 7+8.)				Passen-ger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" GAUGE—concd.														
Eastern Bengal	1933-34	1,845	1,019	44	1,063	349	279	628	2,194	1,342	3,536	4	90	94
	1934-35	2,061	1,045	74	1,119	343	263	606	2,404	1,382	3,786	5	106	111
Jodhpur	1933-34	346	251	15	266	453	529	982	799	795	1,594	1	33	34
	1934-35	380	384	21	405	459	516	975	839	921	1,760	2	27	29
Madras and Southern Mahratta .	1933-34	3,273	1,689	656	2,345	529	962	1,491	3,802	3,307	7,109	14	161	175
	1934-35	3,297	1,588	684	2,272	495	879	1,374	3,792	3,161	6,943	13	168	171
Nizam's State	1933-34	858	328	Nil	328	163	83	246	1,021	419	1,432	1	54	55
	1934-35	946	375	Nil	375	107	52	159	1,053	427	1,480	1	35	36
Rohilkund and Kumaon	1933-34	616	172	4	176	368	453	821	984	629	1,613	8	38	46
	1934-35	635	212	9	221	361	405	826	996	686	1,682	8	70	78
South Indian	1933-34	5,717	958	365	1,323	635	458	1,093	6,352	1,781	8,133	2	420	422
	1934-35	6,035	1,032	330	1,362	567	423	990	6,602	1,785	8,387	2	456	458
Total 3' 3½" Gauge	1933-34	21,912	8,096	3,714	11,810	8,284	7,137	15,421	30,196	18,947	49,143	66	1,648	1,714
	1934-35	22,309	8,693	4,134	12,827	8,384	7,060	15,444	30,693	19,887	50,580	76	1,920	1,996
2' 6" & 2' 0" GAUGES.														
			Total									Total		
Bengal-Nagpur	1933-34	709	378			355	218	573	1,064	596	1,660	57		
	1934-35	674	367			352	252	604	1,026	619	1,645	57		
Bombay, Baroda and Central India .	1933-34	106	2			169	119	288	276	121	396	5		
	1934-35	106	6			171	107	278	277	113	390	4		
Eastern Bengal	1933-34	66	Nil			39	5	44	105	5	110	Nil		
	1934-35	71	Nil			40	4	44	111	4	115	2		
Great Indian Peninsula	1933-34	3	Nil			248	210	458	251	210	461	17		
	1934-35	1	Nil			236	205	441	237	205	442	20		
North Western	1933-34	203	349			308	227	535	511	576	1,087	38		
	1934-35	124	349			387	233	620	611	582	1,093	29		
South Indian	1933-34	Nil	Nil			117	40	157	117	40	157	1		
	1934-35	Nil	Nil			111	42	153	111	42	153	2		
Total 2' 6" and 2' 0" Gauges	1933-34	1,087	729			1,236	819	2,055	2,323	1,548	3,871	118		
	1934-35	976	722			1,297	843	2,140	2,273	1,565	3,838	114		
Total Class I Railways	1933-34	77,612	46,029			15,773	11,605	27,378	93,385	57,634	151,019	4,586		
	1934-35	79,258	49,416			16,484	11,649	28,133	95,742	61,065	156,807	5,376		
	1933-34	1,602	573			Nil	Nil	Nil	1,602	573	2,175	69		
	1934-35	1,561	559			Nil	Nil	Nil	1,561	559	2,120	51		

† Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine † Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER				
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.		proportion of mixed.		
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assist ing required.	Assist ing required.	Light.	Total Other. (Cols. 24+25 +26.)	
16	17	18	19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.												
Bengal Nagpur	1933-34	254	30	284	2,287	402	2,689	8	7	41	56	
	1934-35	251	10	261	2,423	432	2,855	5	6	68	69	
Bombay, Baroda & Central India	1933-34	160	6	166	796	65	861	2	3	144	149	
	1934-35	135	6	141	778	67	845	Nil	1	148	149	
Eastern Bengal	1933-34	314	49	363	760	80	840	Nil	Nil	29	29	
	1934-35	330	46	376	756	86	842	Nil	1	26	27	
East Indian	1933-34	750	29	779	3,545	309	3,854	63	69	450	512	
	1934-35	756	22	778	3,763	334	4,097	71	78	458	607	
Great Indian Peninsula	1933-34	213	15	228	1,764	204	1,968	51	67	90	208	
	1934-35	216	12	228	1,875	178	2,053	52	70	100	231	
	1933-34	109	1	110	Nil	21	21	92	63	42	197	
	1934-35	120	1	130	3	22	25	90	56	41	187	
Madras & Southern Mahratta	1933-34	127	6	133	536	95	631	13	9	86	108	
	1934-35	125	7	132	539	89	628	18	7	93	118	
Nizam's State	1933-34	60	4	64	173	18	191	1	2	20	21	
	1934-35	51	3	57	106	10	215	Nil	3	19	22	
North Western	1933-34	1,010	82	1,092	1,808	335	2,143	398	78	161	537	
	1934-35	894	71	965	1,079	377	2,356	244	93	178	513	
South Indian	1933-34	65	72	137	196	91	287	1	1	21	23	
	1934-35	60	70	139	210	92	311	1	Nil	16	17	
Total 5' 6" Gauge	1933-34	2,953	293	3,246	11,865	1,599	13,464	537	234	1,042	1,513	
	1934-35	2,821	286	3,107	12,628	1,674	14,302	391	268	1,094	1,753	
	1933-34	109	1	110	Nil	21	21	92	63	42	197	
	1934-35	120	1	130	3	22	25	90	56	41	187	
3' 3½" GAUGE.												
Assam Bengal	1933-34	88	30	118	499	67	566	7	6	23	36	
	1934-35	91	35	126	584	70	654	5	7	21	33	
Bengal and North Western	1933-34	128	68	196	1,157	363	1,520	3	13	24	40	
	1934-35	146	48	194	1,261	398	1,659	2	14	30	46	
Bombay, Baroda & Central India	1933-34	211	41	252	798	113	911	11	20	36	67	
	1934-35	203	44	247	830	123	952	10	19	40	69	
Burma	1933-34	239	Nil	239	698	Nil	698	11	Nil	24	35	
	1934-35	220	Nil	220	755	Nil	755	17	Nil	28	42	

† Excluding electric multiple unit suburban trains.

Railways for the years 1933-34 and 1934-35 (In thousands)—contd.

ENGINE MILES.								Total Engine Miles.				Railway.
Goods and proportion of mixed.				Departmental (including shunting and departmental sidings).				Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total. Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Egg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 30+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
5' 6" GAUGE.												
145	24	434	175	778	10	23	387	724	5,619	9,019	15,362	Bengal Nagpur.
240	41	521	221	1,023	7	23	378	771	5,925	10,253	16,949	
Nil	1	62	20	83	4	20	235	325	4,147	3,372	7,844	Bombay, Baroda & Central India.
Nil	2	58	17	77	3	20	242	325	4,116	3,314	7,755	
4	18	54	182	258	12	13	33	476	4,786	2,378	7,640	Eastern Bengal.
4	11	67	162	244	22	62	73	791	5,645	2,534	8,970	
88	105	782	1,118	2,093	95	67	876	1,748	17,557	17,426	36,731	East Indian.
83	131	922	1,297	2,433	105	69	821	1,847	17,633	18,831	38,311	
98	49	168	36	351	5	38	286	664	10,498	7,990	19,152	Steam } Great Indian Peninsula.
84	63	186	39	372	5	40	276	639	10,636	8,357	19,632	
76	1	28	Nil	104	1	15	29	99	1,909	698	2,706	Electric }
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	
53	14	92	6	165	9	27	161	358	4,371	2,719	7,448	Madras & Southern Mahratta.
46	5	97	5	153	10	22	161	357	4,302	2,737	7,486	
12	3	94	Nil	109	1	22	96	199	982	1,088	2,269	Nizam's State.
4	3	82	Nil	89	Nil	17	102	176	1,013	1,110	2,299	
147	23	430	51	651	48	30	724	1,105	15,344	10,185	26,634	North Western.
184	36	463	70	753	46	35	633	1,095	15,541	10,817	27,453	
14	5	35	Nil	54	42	17	48	229	2,621	968	3,818	South Indian.
21	9	44	Nil	74	22	22	37	207	2,735	1,080	4,022	
561	242	2,151	1,588	4,542	226	257	2,846	5,828	65,925	55,145	126,898	Steam } Total 5' 6" Gauge.
666	301	2,440	1,811	5,218	220	300	2,723	6,208	67,636	59,033	132,877	
76	1	28	Nil	104	1	15	29	99	1,909	698	2,706	Electric }
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	
3' 3½" GAUGE.												
23	18	37	1	79	3	8	57	221	1,779	2,418	4,418	Assam Bengal.
28	26	58	1	113	3	9	68	264	1,680	2,761	4,705	
Nil	54	42	Nil	96	104	13	151	559	5,233	4,454	10,246	Bengal and North Western.
15	73	58	Nil	146	134	16	166	811	5,123	4,996	10,930	
9	44	63	28	144	Nil	3	292	348	5,040	4,112	9,509	Bombay, Baroda & Central India.
0	40	68	25	142	3	2	282	347	4,978	4,329	9,654	
10	2	165	316	493	Nil	Nil	123	490	3,966	4,205	8,661	Burma.
13	Nil	193	333	539	Nil	Nil	114	461	4,203	4,419	9,083	

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	SHUNTING MILES.						OTHER.			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 + 19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 + 22.)	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24 + 25 + 26.)
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—concl'd.	1933-34	178	15	193	455	78	533	Nil	1	6	7
Eastern Bengal	1934-35	187	15	202	509	85	594	Nil	3	6	9
Jodhpur	1933-34	87	52	139	166	59	295	3	4	7	14
	1934-35	27	60	87	191	68	259	4	6	8	18
Madras & Southern Mahratta	1933-34	100	7	107	657	76	733	12	40	29	81
	1934-35	98	6	104	628	68	696	15	16	49	80
Nizam's State	1933-34	25	11	36	88	6	94	3	Nil	26	29
	1934-35	25	6	31	87	8	95	3	2	20	25
Rohilkund and Kumaon	1933-34	36	Nil	36	231	4	235	12	13	15	40
	1934-35	43	Nil	43	248	4	252	12	10	17	39
South Indian	1933-34	117	208	325	332	199	531	3	8	18	29
	1934-35	118	185	303	325	234	559	12	8	14	34
Total 3' 3½" Gauge	1933-34	1,209	432	1,641	5,081	965	6,046	65	105	208	378
	1934-35	1,158	399	1,557	5,427	1,058	6,485	80	85	230	395
SHUNTING MILES (ALL CLASSES).											
		SHUNTING ENGINES.	TRAIN ENGINES.	TOTAL.							
2' 6" & 2' 0" GAUGES.	1933-34	291	81	372							
Bengal-Nagpur	1934-35	275	99	374							
Bombay, Baroda & Central India	1933-34	Nil	33	33							
	1934-35	Nil	34	34							
Eastern Bengal	1933-34	Nil	3	3							
	1934-35	Nil	3	3							
Great Indian Peninsula	1933-34	36	3	39							
	1934-35	31	6	37							
North Western	1933-34	115	33	148							
	1934-35	109	34	143							
South Indian	1933-34	Nil	9	9							
	1934-35	Nil	9	9							
Total 2' 6" & 2' 0" Gauges	1933-34	442	162	604							
	1934-35	415	185	600							
Total Class I Railways	1933-34	21,550	3,451	25,001							
Steam	1934-35	22,349	3,602	25,951							
Electric	1933-34	109	1	110	Nil	21	21	92	63	42	197
	1934-35	129	1	130	3	22	25	90	56	41	187

* Included in column 32.

Railways for the years 1933-34 and 1934-35 (In thousands)—concl'd.

ENGINE MILES.								Total Engine Miles.				Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+21+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
Nil	4	10	17	31	1	10	33	123	2,394	1,906	4,428	3' 3½" GAUGE—concl'd. Eastern Bengal.
Nil	4	13	20	37	2	8	37	150	2,615	2,013	4,778	
13	5	20	3	41	Nil	2	72	106	952	1,061	2,119	Jodhpur.
18	6	27	8	59	Nil	3	77	106	944	1,239	2,289	
109	114	33	1	307	2	17	87	264	3,990	4,347	8,601	Madras & Southern Mahratta.
113	102	100	1	316	1	14	91	263	3,976	4,163	8,402	
7	Nil	35	Nil	42	1	12	95	151	1,086	547	1,784	Nizam's State.
2	2	33	Nil	37	1	9	73	110	1,109	559	1,778	
9	7	12	4	32	10	1	65	121	1,060	896	2,077	Rohilkund and Kumaon.
9	5	11	4	29	13	2	74	165	1,078	967	2,210	
47	33	43	25	148	49	45	81	552	6,706	2,460	9,718	South Indian.
47	22	29	25	123	56	61	102	616	6,939	2,467	10,022	
227	281	510	395	1,413	170	111	1,056	2,940	32,215	26,406	61,561	Total 3' 3½" Gauge.
254	280	590	417	1,541	213	124	1,084	3,293	32,645	27,913	63,851	
Total. § OTHER ENGINE MILES.					Total OTHER DEPARTMENTAL.							2' 6" & 2' 0" GAUGES.
			31				27	84	1,204	859	2,147	Bengal Nagpur.
			38				22	70	1,160	897	2,136	
			4				3	8	312	121	441	Bombay, Baroda & Central India.
			5				1	5	316	113	434	
			Nil				Nil	Nil	107	6	113	Eastern Bengal.
			Nil				Nil	2	113	5	120	
			Nil				2	19	261	239	519	Great Indian Peninsula.
			1				2	22	246	234	502	
			73				12	50	601	707	1,358	North Western.
			65				13	42	593	708	1,343	
			Nil				Nil	1	121	45	167	South Indian.
			Nil				Nil	2	115	47	164	
108							44	162	2,606	1,977	4,745	Total 2' 6" & 2' 0" Gauges.
109							38	152	2,543	2,004	4,699	
8,254								8,930	100,746	83,528	193,204	Steam
9,016								9,051	102,824	88,950	201,427	
75	1	28	Nil	104	1	15	29	99	1,909	698	2,706	Electric †
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	
												Total Class I Railways.

† "Other" includes Assisting required, Assisting not required, Light and Siding.

for the years 1933-34 and 1934-35 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4 + 10+12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)							
12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.											
64.6	154.8	25.0	377.4	1,164.0	3.6	91.1	94.7	1,636.1	67	36	Bengal-Nagpur.
83.8	104.0	31.6	392.3	1,313.3	3.4	97.1	100.5	1,806.1	67	37	
54.3	41.9	2.8	252.4	403.4	2.9	45.3	48.2	710.0	65	42	Bombay, Baroda Central India.
53.7	40.9	2.4	240.0	401.2	2.6	46.6	49.2	696.4	66	42	
83.2	27.9	26.1	373.1	343.8	2.2	56.3	58.5	775.4	58	30	Eastern Bengal.
90.0	34.8	23.1	418.1	378.1	2.6	95.2	97.8	871.0	60	20	
248.2	254.2	159.7	1,082.6	2,169.0	30.4	202.4	232.8	3,484.4	61	42	East Indian.
246.3	280.4	185.3	1,081.7	2,366.5	31.6	217.3	248.9	3,697.1	61	42	
115.1	179.1	5.2	670.9	1,057.3	7.2	92.3	99.5	1,827.7	72	41	Great Indian Peninsula.
113.0	178.7	5.6	668.6	1,090.6	6.6	88.3	94.0	1,854.1	72	42	
78.2	64.3	9	304.6	359.1	7.3	34.3	41.6	705.3	64	42	Madras and Southern Mahratta.
78.6	65.6	7	303.4	359.6	6.5	35.6	42.1	705.1	64	42	
14.2	22.3	Nil	70.5	123.4	1	27.8	27.9	221.8	62	42	Nizam's State.
13.4	19.3	Nil	68.8	126.6	1	26.0	26.1	221.5	64	42	
168.2	136.2	7.3	1,037.1	1,190.0	11.5	143.9	155.4	2,382.5	63	46	North Western.
167.0	150.8	10.1	1,027.8	1,290.5	11.7	138.7	160.4	2,468.7	65	46	
48.3	25.4	Nil	201.3	134.4	8.1	26.2	34.3	370.0	60	32	South Indian.
50.4	30.3	Nil	209.8	151.2	4.0	24.1	28.1	389.1	62	33	
864.2	906.1	227.0	4,369.9	6,950.4	73.3	719.6	792.9	12,113.2			Total 5' 6" Gauge.
872.1	905.7	258.8	4,416.5	7,457.6	69.1	768.9	838.0	12,712.1			
3' 3 1/2" GAUGE.											
30.5	37.4	1	187.5	299.6	1.5	24.8	26.3	513.4	71	46	Assam Bengal.
28.5	44.1	1	175.5	340.0	9	29.6	30.5	546.0	69	46	
65.3	61.2	Nil	420.1	620.6	20.3	63.6	83.9	1,124.6	72	37	Bengal and North Western.
64.6	81.9	Nil	411.6	707.2	27.0	91.9	118.9	1,237.7	71	37	
57.7	55.0	3.9	377.8	488.6	3	60.1	60.4	926.8	71	45	Bombay, Baroda and Central India.
57.6	56.0	3.5	369.6	510.3	6	57.2	57.8	937.7	71	45	
63.0	40.9	45.2	335.1	461.3	1.0	49.2	50.2	846.6	67	46	Borneo.
62.8	41.0	47.5	336.1	484.4	1.3	46.1	47.4	867.9	68	46	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours of Class I Railways

Railway.	Year.	Passen- ger trains.	Mixed trains.			Goods trains.			Traffic	
			Passen- ger proportion.	Goods pro- portion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7+8.)	Shunting.	
									Passen- ger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concd.										
Eastern Bengal . . .	1933-34	108,1	28,6	23,0	51,6	91,8	4,8	96,6	38,5	106,6
	1934-35	119,6	28,8	22,2	51,0	94,8	9,0	103,8	40,4	118,7
Jodhpur . . .	1933-34	17,1	32,6	38,0	70,6	22,6	1,5	24,1	27,7	45,1
	1934-35	18,0	33,2	37,4	70,6	36,6	2,2	38,8	17,5	51,9
Madras and Southern Mahratta	1933-34	181,7	42,9	77,9	120,8	158,6	61,5	220,1	21,4	146,7
	1934-35	175,2	39,1	69,3	108,4	146,4	62,7	209,1	20,7	139,2
Nizam's State . . .	1933-34	43,9	10,8	5,5	16,3	33,8	Nil	33,8	7,1	18,9
	1934-35	47,4	7,4	3,6	11,0	38,0	Nil	38,0	6,2	19,0
Rohilkund and Kumaon . .	1933-34	35,4	27,7	34,1	61,8	17,2	4	17,6	7,2	47,0
	1934-35	36,3	27,4	35,3	62,7	21,7	9	22,6	8,7	50,5
South Indian . . .	1933-34	319,5	49,8	34,7	84,5	83,9	39,9	123,8	65,0	106,0
	1934-35	333,2	45,5	32,8	78,3	89,2	34,1	123,3	60,5	111,7
Total 3' 3½" Gauge	1933-34	1,227,7	612,8	543,5	1,156,3	726,8	346,5	1,073,3	328,5	1,209,1
	1934-35	1,228,9	605,7	532,8	1,138,5	777,3	388,1	1,165,4	309,8	1,295,9
2' 6" & 2' 0" GAUGES.										
			Total			Total			Total	
Bengal Nagpur . . .	1933-34	49,6	50,8			37,9			74,4	
	1934-35	45,9	53,2			38,2			74,9	
Bombay, Baroda and Central India.	1933-34	7,5	26,5			2			6,6	
	1934-35	7,3	25,2			5			6,9	
Eastern Bengal . . .	1933-34	6,3	4,6			Nil			6	
	1934-35	6,6	4,6			Nil			6	
Great Indian Peninsula . .	1933-34	2	33,5			Nil			8,0	
	1934-35	1	31,9			Nil			7,6	
North Western . . .	1933-34	18,9	45,5			43,6			29,5	
	1934-35	12,4	53,6			44,0			28,7	
South Indian . . .	1933-34	Nil	12,0			Nil			1,9	
	1934-35	Nil	11,8			Nil			1,8	
Total 2' 6" & 2' 0" Gauges	1933-34	82,5	172,9			81,7			121,0	
	1934-35	72,3	180,3			82,7			120,5	
Total Class I Railways	1933-34	3,766,8	1,952,5			4,028,1			5,028,6	
	1934-35	3,795,1	1,976,4			4,349,7			5,229,6	

for the years 1933-34 and 1934-35 (In hundreds)—conold.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.		Passenger and total mixed.	Goods.	Total. (Columns. 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3 + 4 + 10 + 12.)	Goods and proportion of mixed. (Columns 5 + 9 + 11 + 13 + 14.)							
12	13	14	15	16	17	18	19	20	21	22	23
40,1	20,3	2,4	215,3	248,9	7	16,9	17,6	481,8	63	45	} 3' 3½" GAUGE—conold. Eastern Bengal.
41,0	20,6	2,8	230,7	268,1	1,0	19,5	20,5	519,3	64	44	
23,2	26,7	5	100,6	134,4	3	17,4	17,7	252,7	49	41	} Jodhpur.
28,2	45,4	1,1	96,0	174,6	3	18,1	18,4	289,9	53	40	
38,0	73,8	2	284,0	518,7	1,9	28,5	30,4	833,1	79	54	} Madras and Southern Mahratta.
42,7	75,6	2	277,7	493,4	1,9	28,5	30,4	801,5	77	53	
15,7	7,2	Nil	77,5	65,4	4	20,2	20,6	163,5	70	46	} Nizam's State.
15,6	7,2	Nil	76,6	67,8	3	15,0	15,3	159,7	71	50	
13,8	10,3	5	84,1	109,5	2,4	19,6	22,0	215,6	73	40	} Rohilkund and Kumaon.
12,1	9,3	6	84,5	118,3	2,0	25,5	28,4	231,1	73	40	
169,5	56,6	3,5	603,8	324,6	10,7	66,4	77,1	1,005,5	60	41	} South Indian.
176,6	51,2	3,7	615,8	322,7	12,2	72,5	84,7	1,023,2	60	39	
516,8	389,4	56,3	2,685,8	3,271,6	39,5	366,7	406,2	6,363,6			} Total 3' 3½" Gauge.
530,6	433,2	59,4	2,675,0	3,486,8	48,4	403,9	452,3	6,614,0			
Total.					Total.				2' 6" & 2' 0" GAUGES.		
25,6							11,3	249,6			} Bengal Nagpur
24,4							10,7	247,3			
17,6							1,1	59,5			} Bombay, Baroda and Central India.
16,0							7	56,6			
8,1							Nil	19,6			} Eastern Bengal.
8,7							2	20,7			
5,9							2,4	50,0			} Great Indian Penin- sula.
5,2							2,9	47,7			
20,1							6,6	164,2			} North Western.
20,4							5,5	164,6			
6,7							1	20,7			} South Indian.
7,8							1	21,5			
84,0							21,5	563,6			} Total 2' 6" & 2' 0" Gauges.
82,5							20,1	558,4			
3,043,8							1,220,6	19,040,4			} Total Class I Rail- ways.
3,232,3							1,310,2	19,884,3			

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19. Statement of vehicle and wagon miles (in terms of four-wheelers) of Class 1

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	Goods.		
											Main Lines.		
1	2	3	4	5	6	7	8	9	10	11	Loaded.	Total	Per- centage loaded of total. 14
5' 6" GAUGE.													
Bungal-Nagpur . . .	1933-34	77,410	2,460	79,870	2,698	35	2,733	80,108	2,495	82,603	99,388	140,973	70.5
	1934-35	81,333	2,357	83,690	2,270	28	2,298	83,603	2,385	85,988	105,513	151,552	69.6
Bombay, Baroda and Central India.	1933-34	51,909	8,255	60,164	6,909	823	7,732	58,818	9,078	67,896	57,462	81,140	70.8
	1934-35	47,312	9,901	57,213	6,593	766	7,349	53,905	10,657	64,562	59,642	81,722	73.0
Eastern Bengal . . .	1933-34	66,350	5,207	71,557	2,921	Nil	2,921	69,271	5,207	74,478	38,816	54,951	70.6
	1934-35	75,622	5,375	80,997	2,836	Nil	2,836	78,458	5,375	83,833	42,071	57,939	72.6
East Indian . . .	1933-34	251,614	9,851	261,465	17,117	317	17,434	268,731	10,168	278,899	330,601	515,797	64.1
	1934-35	248,171	10,241	258,412	19,246	324	19,570	267,417	10,565	277,982	352,263	545,859	64.5
Great Indian Peninsula .	1933-34	163,729	4,955	168,684	11,764	Nil	11,764	175,493	4,955	180,448	163,305	218,198	74.8
	1934-35	165,727	4,325	170,052	11,735	Nil	11,735	177,462	4,325	181,787	169,148	223,759	75.6
Madras and Southern Maharatta.	1933-34	50,341	716	51,057	2,288	Nil	2,288	52,629	716	53,345	47,820	68,147	70.2
	1934-35	50,610	2,212	52,822	2,562	Nil	2,562	53,172	2,212	55,384	48,909	69,168	70.8
Nizam's State . . .	1933-34	9,047	159	9,206	4,368	91	4,459	13,415	250	13,665	13,460	18,691	72.0
	1934-35	10,063	231	10,294	3,605	62	3,667	13,668	293	13,961	17,485	25,640	68.2
North Western . . .	1933-34	177,645	5,949	183,594	53,058	605	53,663	230,703	6,554	237,257	179,055	253,390	70.7
	1934-35	177,188	6,861	184,049	62,452	859	63,311	239,640	7,720	247,360	195,441	267,833	73.0
South Indian . . .	1933-34	27,717	288	28,005	1,922	Nil	1,922	29,639	288	29,927	12,427	15,418	80.6
	1934-35	29,016	335	29,351	1,498	1	1,499	30,514	336	30,850	13,642	17,308	78.8
Total 5' 6" Gauge	1933-34	875,762	37,840	913,602	103,045	1,871	104,916	978,507	39,711	1,018,618	942,334	1,366,705	68.9
	1934-35	885,042	41,838	926,880	112,797	2,030	114,827	997,839	43,868	1,041,707	1,004,174	1,440,770	69.7
3' 3½" GAUGE.													
Assam Bengal . . .	1933-34	58	41	99	40,601	2,986	43,587	40,659	3,027	43,686	1,206	2,200	57.4
	1934-35	72	26	98	39,677	3,035	42,712	39,749	3,061	42,810	3,172	5,260	60.3
Bengal and North-West- ern.	1933-34	65,678	1,390	67,074	16,047	73	16,120	81,725	1,469	83,194	44,345	56,317	78.7
	1934-35	62,945	985	63,930	17,391	91	17,482	80,336	1,076	81,412	44,951	60,330	74.5
Bombay, Baroda and Central India.	1933-34	60,929	4,960	65,889	20,145	853	20,998	81,074	5,813	86,887	41,745	59,945	69.6
	1934-35	59,949	5,069	65,018	23,218	1,073	24,291	83,167	6,142	89,309	44,782	63,233	70.8
	1933-34	23,332	318	23,650	48,936	1,024	49,960	72,268	1,342	73,610	48,946	65,231	74.9
	1934-35	22,691	274	22,965	46,360	992	47,352	69,051	1,266	70,317	53,029	76,348	69.5

Railways for the years 1933-34 and 1934-35 (In thousands).

PROPORTION OF MIXED.

DEPARTMENTAL.

BRAKE VANS (INCLUDING DEPARTMENTAL.)

Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Branch lines.														
Loaded.	Total.	Percentage loaded of total	Loaded.	Total.	Loaded. (Cols. 12 + 15 + 18)	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.							
16	16	17	18	19	20	21	22	23	24	25	26	27	28	29
5' 6" GAUGE.														
54,142	93,100	58.2	2,411	3,562	155,974	237,635	65.6	597	5,712	6,309	391	6,921	7,312	Bengal Nagpur.
63,962	109,350	58.5	3,616	5,164	173,091	266,066	65.1	525	6,628	7,153	404	7,698	8,302	
6,619	11,533	57.4	12,682	16,919	76,763	109,592	70.0	96	2,443	2,539	1,940	1,999	3,939	Bombay, Baroda and Central India.
6,775	11,379	59.5	13,227	17,320	79,644	110,421	72.1	89	2,123	2,212	1,843	1,937	3,800	
2,556	4,061	62.9	1,103	1,674	42,475	60,656	70.0	188	11,884	12,072	64	1,638	1,702	Eastern Bengal.
3,791	6,111	61.8	1,053	1,453	46,918	65,533	71.6	139	27,683	27,822	135	2,350	2,485	
43,991	65,466	67.2	2,892	3,831	377,484	585,094	64.5	2,956	19,117	22,103	2,496	13,000	15,496	East Indian.
46,302	69,490	66.6	3,178	4,234	401,743	619,583	64.8	3,182	25,426	28,608	2,201	14,174	16,675	
37,321	57,725	64.7	2,981	4,546	203,607	280,469	72.6	241	5,383	5,624	3,432	6,529	9,961	Great Indian Peninsula.
42,120	65,489	64.3	2,974	4,597	214,242	293,845	72.9	79	5,273	5,352	4,291	6,795	11,086	
13,048	16,680	78.2	2,258	2,998	63,126	87,825	71.9	1,016	3,186	4,202	1,058	2,585	3,643	Madras and Malabar.
12,305	15,110	81.4	2,983	3,889	64,257	88,157	72.9	796	3,464	4,260	920	2,675	3,595	
2	5	41.3	4,840	7,021	18,302	25,717	71.2	20	1,437	1,457	368	639	1,007	Nizam's State.
44	75	57.0	3,437	4,666	20,966	30,381	69.0	25	1,098	1,123	373	730	1,103	
21,545	28,635	75.2	23,486	29,686	224,086	311,711	71.9	446	9,869	10,315	7,249	6,113	13,362	North Western.
20,821	28,493	73.1	25,070	32,572	241,332	328,898	73.4	461	12,886	13,347	6,235	6,433	12,668	
1,855	2,342	79.2	2,025	2,469	16,307	20,229	80.6	12	1,727	1,789	301	1,022	1,323	South Indian.
2,529	3,376	74.9	1,259	1,585	17,430	22,269	78.3	12	2,248	2,300	286	1,168	1,454	
181,079	279,547	64.7	54,711	72,706	1,178,124	1,718,958	68.5	5,572	60,788	66,360	17,299	40,446	57,745	Total 5' 6" Gauge
198,652	308,903	64.3	56,797	75,480	1,259,623	1,825,153	69.0	5,308	86,829	92,137	16,688	44,480	61,168	
3' 3 1/2" GAUGE.														
2,622	3,668	71.5	29,437	41,063	33,265	46,831	71.0	116	4,139	4,255	Nil	456	456	Assam Bengal.
3,737	5,481	68.2	32,212	44,855	39,121	55,596	70.4	134	4,665	4,799	Nil	672	672	
21,973	29,444	74.6	10,821	14,259	77,139	100,020	77.1	91	11,019	11,110	7,311	2,415	9,726	Bengal and North Western.
27,050	38,407	70.3	10,241	13,923	82,242	112,750	72.9	146	19,275	19,421	7,162	2,961	10,123	
31,982	45,324	70.6	15,993	21,825	89,720	127,094	70.6	42	1,542	1,584	2,659	2,347	5,006	Bombay, Baroda and Central India.
33,145	46,897	70.7	18,526	25,158	96,453	135,288	71.3	48	1,634	1,682	2,670	2,446	5,116	
6,485	9,449	68.6	20,030	25,640	75,461	100,420	75.1	172	10,174	10,346	124	2,475	2,599	Burma.
7,681	11,317	67.9	17,747	22,579	78,457	110,244	71.2	162	9,409	9,571	121	2,736	2,857	

19. Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class 1

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	Goods.		
											Main Lines.		
1	2	3	4	5	6	7	8	9	10	11	Loaded.	Total.	Per-centage loaded of total.
5' 6" GAUGE.													
Bengal-Nagpur . . .	1933-34	77,410	2,460	79,870	2,698	35	2,733	80,108	2,495	82,603	99,388	140,973	70.5
	1934-35	81,333	2,337	83,600	2,270	28	2,298	83,603	2,385	85,988	105,513	151,552	69.6
Bombay, Baroda and Central India.	1933-34	51,909	8,255	60,164	6,909	823	7,732	58,818	9,078	67,896	57,462	81,140	70.8
	1934-35	47,312	9,901	57,213	6,593	766	7,349	53,905	10,657	64,562	59,642	81,722	73.0
Eastern Bengal . . .	1933-34	66,350	5,207	71,557	2,921	Nil	2,921	69,271	5,207	74,478	38,816	54,951	70.6
	1934-35	75,622	5,375	80,997	2,836	Nil	2,836	78,458	5,375	83,833	42,071	57,039	72.6
East Indian . . .	1933-34	251,614	9,851	261,465	17,117	317	17,434	268,731	10,168	278,899	330,601	515,797	64.1
	1934-35	248,171	10,241	258,412	19,246	324	19,570	267,417	10,565	277,982	352,263	545,859	64.5
Great Indian Peninsula . . .	1933-34	163,729	4,955	168,684	11,764	Nil	11,764	175,493	4,955	180,448	163,305	218,198	74.8
	1934-35	165,727	4,325	170,052	11,735	Nil	11,735	177,462	4,325	181,787	169,148	223,769	75.6
Madras and Southern Mahratta.	1933-34	50,341	716	51,057	2,288	Nil	2,288	52,629	716	53,345	47,820	68,147	70.2
	1934-35	50,610	2,212	52,822	2,562	Nil	2,562	53,172	2,212	55,384	48,969	69,158	70.8
Nizam's State . . .	1933-34	9,047	159	9,206	4,368	91	4,459	13,416	250	13,665	13,460	18,691	72.0
	1934-35	10,063	231	10,294	3,605	62	3,667	13,668	293	13,961	17,485	25,640	68.2
North Western . . .	1933-34	177,645	5,949	183,594	53,058	605	53,663	230,703	6,554	237,257	179,055	253,390	70.7
	1934-35	177,188	6,861	184,049	62,452	859	63,311	239,640	7,720	247,360	195,441	267,833	73.0
South Indian . . .	1933-34	27,717	288	28,005	1,922	Nil	1,922	29,639	288	29,927	12,427	15,418	80.6
	1934-35	29,016	335	29,351	1,498	1	1,499	30,514	336	30,850	13,642	17,308	78.8
Total 5' 6" Gauge	1933-34	875,762	37,840	913,602	103,045	1,871	104,916	978,807	39,711	1,018,518	942,334	1,366,705	68.9
	1934-35	885,042	41,838	926,880	112,797	2,030	114,827	997,839	43,868	1,041,707	1,004,174	1,440,770	69.7
3' 3 1/2" GAUGE.													
Assam Bengal . . .	1933-34	58	41	99	40,601	2,986	43,587	40,659	3,027	43,686	1,206	2,100	57.4
	1934-35	72	26	98	39,677	3,035	42,712	39,749	3,061	42,810	3,172	5,260	60.3
Bengal and North-Western.	1933-34	65,678	1,390	67,074	16,047	73	16,120	81,725	1,469	83,194	44,345	56,317	78.7
	1934-35	62,945	985	63,930	17,391	91	17,482	80,330	1,076	81,412	44,951	60,330	74.5
Bombay, Baroda and Central India.	1933-34	60,929	4,960	65,889	20,145	853	20,998	81,074	5,813	86,887	41,745	59,945	69.6
	1934-35	59,949	5,069	65,018	23,218	1,073	24,291	83,167	6,142	89,309	44,782	63,233	70.8
Burma . . .	1933-34	23,332	318	23,650	48,936	1,024	49,960	72,268	1,342	73,610	48,946	65,331	74.9
	1934-35	22,691	274	22,965	46,380	992	47,352	69,051	1,266	70,317	53,029	70,348	69.6

Railways for the years 1933-34 and 1934-35 (In thousands).

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			Railway.
Goods.			GOODS PROPORTION OF MIXED.		TOTAL.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)		
Branch lines.															
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12 + 15 + 18.)	Total. (Cols. 13 + 16 + 19.)	Percentage loaded of total.	23	24	25	26	27	28	29	
16	16	17	18	19	20	21	22								
5' 6" GAUGE.															
54,142	93,100	58.2	2,444	3,562	155,974	237,635	65.6	597	5,712	6,309	391	6,921	7,312	Bengal Nagpur.	
63,962	109,350	58.5	3,616	5,164	173,091	266,066	65.1	525	6,628	7,153	404	7,898	8,302		
6,619	11,533	57.4	12,682	16,919	76,763	109,592	70.0	96	2,443	2,539	1,940	1,999	3,939	Bombay, Baroda and Central India.	
6,775	11,379	59.5	13,227	17,320	79,644	110,421	72.1	89	2,123	2,212	1,843	1,957	3,800		
2,556	4,061	62.9	1,103	1,674	42,475	60,656	70.0	188	11,884	12,072	64	1,638	1,702	Eastern Bengal.	
3,794	6,241	61.8	1,053	1,453	46,918	65,533	71.6	139	27,681	27,822	135	2,350	2,485		
43,991	65,466	67.2	2,892	3,831	377,484	555,094	64.5	2,956	19,147	22,103	2,496	13,000	15,496	East Indian.	
46,302	69,490	66.6	3,178	4,231	401,743	619,583	64.8	3,182	25,426	28,608	2,201	14,474	16,675		
37,321	57,725	64.7	2,981	4,546	203,607	280,469	72.6	241	5,383	5,624	3,432	6,529	9,961	Great Indian Peninsula.	
42,120	65,489	64.3	2,974	4,597	214,242	293,845	72.9	79	5,273	5,352	4,291	6,795	11,086		
13,048	16,680	78.2	2,258	2,998	63,126	87,825	71.9	1,016	3,186	4,202	1,058	2,585	3,643	Madras and Southern Mahratta.	
12,305	15,110	81.4	2,083	3,889	64,257	88,157	72.9	796	3,464	4,260	920	2,675	3,595		
2	5	41.3	4,840	7,021	18,302	25,717	71.2	20	1,437	1,457	368	639	1,007	Nizam's State.	
44	75	57.9	3,437	4,666	20,066	30,381	69.0	25	1,098	1,123	373	730	1,103		
21,545	28,635	75.2	23,486	29,686	224,086	311,711	71.9	446	9,869	10,315	7,249	6,113	13,362	North Western.	
20,821	28,493	73.1	25,070	32,572	241,332	328,898	73.4	461	12,886	13,347	6,235	6,433	12,668		
1,855	2,342	79.2	2,025	2,469	16,307	20,229	80.6	12	1,727	1,739	301	1,022	1,323	South Indian.	
2,529	3,376	74.9	1,259	1,585	17,430	22,269	78.3	12	2,248	2,260	286	1,168	1,454		
181,079	279,547	64.7	54,711	72,706	1,178,124	1,718,958	68.5	5,572	60,788	66,360	17,299	40,446	57,745	Total 5' 6" Gauge	
198,652	308,903	64.3	56,797	75,480	1,259,623	1,825,153	69.0	5,308	56,829	62,137	16,688	44,480	61,168		
3' 3 1/2" GAUGE.															
2,622	3,668	71.5	29,437	41,063	33,265	46,831	71.0	116	4,139	4,255	Nil	456	456	Assam Bengal.	
3,737	5,481	68.2	32,212	44,855	39,121	55,596	70.4	134	4,665	4,799	Nil	672	672		
21,973	29,444	74.6	10,821	14,259	77,139	100,020	77.1	91	11,019	11,110	7,311	2,415	9,726	Bengal and North Western.	
27,050	38,497	70.3	10,241	13,923	82,242	112,750	72.9	146	19,275	19,421	7,162	2,961	10,123		
31,982	45,324	70.6	15,993	21,825	89,720	127,094	70.6	42	1,542	1,584	2,659	2,347	5,006	Bombay, Baroda and Central India.	
33,145	46,897	70.7	18,526	25,168	96,453	135,288	71.3	48	1,634	1,682	2,670	2,446	5,116		
6,485	9,449	68.6	20,030	25,640	75,461	100,420	75.1	172	10,174	10,346	124	2,475	2,599	Burma.	
7,681	11,317	67.9	17,747	22,579	78,457	110,244	71.2	162	9,409	9,571	121	2,736	2,857		

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+ 4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 + 7.)	Coaching Vehicles. (Cols. 3 + 6)	Other Vehicles. (Cols. 4 + 7)	Total. (Cols. 9 + 10).	Goods.		
											Main Lines.		
											Loaded.	Total.	Per- centage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—concl'd.													
Eastern Bengal . . .	1933-34	35,019	1,290	39,309	8,845	Nil	8,845	46,864	1,290	48,154	35,226	49,514	71·1
	1934-35	41,724	1,248	42,972	8,560	Nil	8,560	50,284	1,248	51,532	31,794	48,947	71·1
Jodhpur . . .	1933-34	6,909	167	7,076	10,769	290	11,059	17,678	457	18,135	8,712	13,247	65·8
	1934-35	7,447	210	7,666	10,665	263	10,928	18,112	482	18,594	13,998	20,364	68·7
Madras and Southern Mahratta.	1933-34	43,270	532	43,802	10,693	Nil	10,693	53,963	532	54,495	42,734	57,283	74·6
	1934-35	42,824	1,282	44,106	9,811	Nil	9,811	52,635	1,282	53,917	41,233	54,717	75·4
Nizam's State . . .	1933-34	8,659	380	9,039	2,858	52	2,910	11,517	432	11,949	9,396	12,391	75·8
	1934-35	10,261	397	10,658	1,697	28	1,725	11,958	425	12,383	10,657	14,576	73·1
Rohilkund and Kumaon	1933-34	7,878	98	7,976	6,304	54	6,358	14,182	152	14,334	3,736	5,820	64·2
	1934-35	7,765	105	7,870	6,164	70	6,234	13,929	175	14,104	4,251	6,429	66·1
South Indian . . .	1933-34	84,121	555	84,676	11,548	11	11,559	95,669	566	96,235	30,657	41,521	73·8
	1934-35	88,119	539	88,658	10,410	9	10,428	98,538	548	99,086	33,571	46,125	72·8
Total 3' 3½" Gauge . . .	1933-34	338,853	9,737	348,590	176,746	5,343	182,089	515,599	15,050	530,679	266,703	363,469	73·4
	1934-35	343,707	10,144	353,941	173,962	5,561	179,523	517,769	15,705	533,464	284,438	396,329	71·8
		Total			Total			Total			Total— Main and Branch Lines.		
											Loaded.	Total.	Per- centage loaded of Total.
2' 6" & 2' 0" GAUGES.													
Bengal-Nagpur . . .	1933-34		12,357			8,553			20,910		6,838	10,130	67·5
	1934-35		12,017			8,950			20,967		6,253	9,691	64·5
Bombay, Baroda and Central India.	1933-34		835			2,304			3,139		14	31	45·2
	1934-35		841			2,270			3,120		35	69	50·7
Eastern Bengal . . .	1933-34		619			472			1,091		Nil	Nil	Nil
	1934-35		684			458			1,142		Nil	Nil	Nil
Great Indian Peninsula	1933-34		13			2,997			3,010		Nil	Nil	Nil
	1934-35		15			2,989			3,004		Nil	Nil	Nil
North-Western . . .	1933-34		2,544			5,551			8,095		2,321	3,899	59·5
	1934-35		1,648			6,624			8,272		2,204	3,902	58·8
South Indian . . .	1933-34		Nil			1,885			1,885		Nil	Nil	Nil
	1934-35		Nil			1,843			1,843		Nil	Nil	Nil
Total 2' 6" & 2' 0" Gauges	1933-34		16,368			21,762			38,130		9,173	14,060	65·2
	1934-35		15,205			23,143			38,348		8,582	13,662	62·8
Total Class I Railways . . .	1933-34		1,278,560			308,767			1,587,327		1,482,524	2,139,624	69·3
	1934-35		1,296,026			317,493			1,613,519		1,587,877	2,290,967	70·1

Railways for the years 1933-34 and 1934-35 (In thousands)—concl'd.

PROPORTION OF MIXED.									DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPART- MENTAL.)			Railway.
Goods.			GOODS PROPOR- TION OF MIXED.		TOTAL.			Pas- senger and total mixed.	Goods.	Total (Cols. 23+24).	Pas- senger and total mixed.	Goods.	Total (Cols. 26+27.)		
Branch lines.			Loaded.	Total.	Loaded (Cols. 12+ 15+18.) 20	Total (Cols. 13+ 16+19.) 21	Per- centage loaded of total. 22								
Loaded. 15	Total. 16	Per- centage loaded of total. 17													
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
3' 3½" GAUGE—concl'd.															
940	1,392	67.5	4,952	7,075	41,118	57,981	70.9	86	3,405	3,491	565	1,441	2,006	} Eastern Bengal.	
1,448	2,309	62.7	4,754	6,562	40,996	57,818	70.9	107	3,091	4,098	557	1,367	1,924		
193	381	50.5	11,156	14,747	20,061	28,375	70.7	15	1,426	1,441	909	362	1,271	} Northpur.	
305	545	56.1	10,622	13,940	24,925	34,849	71.5	31	1,108	1,139	1,014	543	1,557		
10,557	14,665	72.0	14,167	19,463	67,478	91,411	73.8	118	3,040	3,157	2,114	4,951	7,065	} Madras and Southern Mahratta.	
11,101	15,569	71.3	13,284	17,445	65,618	87,731	74.8	126	2,613	3,039	1,355	4,796	6,151		
1	4	29.3	1,241	1,472	10,638	13,867	76.7	22	933	955	514	782	1,296	} Nizam's State	
1	2	34.2	768	842	11,426	15,420	74.1	21	760	781	329	854	1,183		
106	161	66.0	5,832	7,849	9,674	13,830	70.0	93	1,783	1,876	1,464	229	1,693	} Rohilkund and Kumaon.	
127	227	56.0	5,902	8,027	10,280	14,683	70.0	102	3,282	3,384	1,582	319	1,901		
8,376	11,355	73.8	7,313	9,822	46,346	62,698	73.9	30	9,426	9,456	521	3,031	3,552	} South Indian	
7,436	10,459	71.1	6,946	9,145	47,953	65,729	72.9	38	10,401	10,439	514	3,219	3,733		
83,235	115,843	71.9	120,962	163,215	470,900	642,527	73.3	784	46,887	47,671	16,181	18,489	34,670	} Total 3' 3½" Gauge.	
92,031	131,303	70.9	121,002	162,476	497,471	690,108	72.1	915	57,438	58,353	15,304	19,913	35,217		
								Total.			Total.				
2' 6" & 2' 0" GAUGES.															
			4,329	5,366	11,167	15,496	72.1	1,481			597			} Bengal Nagpur.	
			5,216	6,533	11,469	16,224	70.7	1,370			594				
			1,090	1,790	1,104	1,821	60.6	120			263			} Bombay, Baroda and Central India.	
			1,001	1,600	1,036	1,669	62.1	88			265				
			35	60	35	60	59.1	Nil			39			} Eastern Bengal.	
			34	51	34	51	66.7	7			30				
			1,895	2,613	1,895	2,613	72.5	432			33			} Great Indian Peninsula	
			1,938	2,607	1,938	2,607	72.5	385			40				
			3,150	4,391	5,471	8,290	66.0	428			1,535			} North Western.	
			3,167	4,418	5,461	8,320	65.6	354			1,424				
			506	645	506	645	78.5	7			1			} South Indian.	
			554	717	554	717	77.2	12			Nil				
			11,005	14,565	20,178	28,925	69.8	2,458			2,473			} Total 2' 6" and 2' 0" Gauges.	
			11,910	15,926	20,492	29,588	69.3	2,216			2,353				
			186,678	250,786	1,669,202	2,390,410	69.8	116,499			94,888			} Total Class I Railways	
			189,709	253,882	1,777,586	2,544,849	69.9	152,706			98,738				

20 —Statement of speed of Goods Trains (excluding Departmental) of Class I Railways for the years 1933-34 and 1934-35.

Railway.		Average speed of Goods Trains.											
		Through Goods Trains.						All Goods Trains.					
		Train miles per Train Engine hour.						Train miles per Train Engine hour.					
		Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.		1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
1		2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.													
Bengal Nagpur		16.5	15.8	13.2	12.4	14.3	14.1	11.8	12.1	10.9	10.7	11.5	11.5
Bombay, Baroda and Central India		12.5	12.5	11.2	11.3	12.3	12.3	11.6	11.0	11.1	11.3	11.6	11.6
Eastern Bengal		13.5	15.3	12.0	13.5	13.5	15.2	10.4	11.0	7.10	7.87	9.96	10.5
Last Indian		13.6	13.3	10.4	9.79	13.3	13.0	11.8	11.5	8.72	8.56	11.1	10.9
Great Indian Peninsula {	Steam	14.3	14.9	13.8	13.6	14.1	14.3	12.4	12.6	11.7	11.9	12.2	12.4
	Electric†	18.9	16.5	Nil	Nil	18.9	16.5	13.9	13.8	Nil	Nil	13.9	13.8
Madras and Southern Mahratta		13.7	14.1	13.4	13.8	13.6	14.1	11.2	11.0	10.6	10.2	11.1	11.3
Nizam's State		12.4	13.1	15.1	13.9	12.4	13.1	11.1	11.4	15.1	13.0	11.1	11.4
North Western		15.8	15.6	Nil	Nil	15.8	15.6	10.9	10.6	10.1	10.0	10.8	10.5
South Indian		Nil	Nil	Nil	Nil	Nil	Nil	10.8	11.0	11.0	10.3	10.9	10.8
Average for 5' 6" gauge {	Steam	*	*	*	*	*	*	11.9	11.8	10.9	10.7	11.7	11.6
	Electric†	18.9	16.5	Nil	Nil	18.9	16.5	13.9	13.8	Nil	Nil	13.9	13.8
3' 3½" GAUGE.													
Assam Bengal		9.74	11.6	10.5	10.6	10.3	10.9	9.74	11.6	10.3	10.4	10.2	10.7
Bengal and North Western		11.0	11.7	7.61	7.24	9.42	9.70	9.70	9.61	8.59	7.98	9.20	8.78
Bombay, Baroda and Central India		13.3	13.1	13.7	13.8	13.5	13.3	12.3	12.1	11.3	11.1	11.7	11.6
Burma		13.0	13.2	12.0	11.8	12.6	12.7	11.8	11.9	12.0	11.8	11.8	11.9
Eastern Bengal		13.1	12.9	10.5	8.51	13.1	12.9	11.0	10.9	8.98	8.06	10.9	10.6
Jndhpur		13.5	14.4	9.76	8.19	12.9	13.7	10.8	10.5	9.95	9.34	10.8	10.0
Madras and Southern Mahratta		11.0	11.4	10.9	10.9	11.0	11.2	10.6	10.8	10.6	10.9	10.6	10.8
Nizam's State		11.6	11.6	11.1	9.75	11.6	11.6	9.69	9.83	10.4	9.75	9.69	9.83
Rohilkund and Kumaon		9.52	9.38	10.4	10.1	9.54	9.41	9.52	9.38	10.4	10.1	9.54	9.41
South Indian		Nil	Nil	Nil	Nil	Nil	Nil	11.4	11.6	9.15	9.68	10.7	11.0
Average for 3' 3½" gauge		*	*	*	*	*	*	11.1	11.2	10.7	10.7	11.0	11.0
2' 6" AND 2' 0" GAUGES.													
								All Goods Trains.					
								1933-34.		1934-35.			
Bengal Nagpur								9.57		9.10			
Bombay, Baroda and Central India								12.8		13.3			
Eastern Bengal								Nil		Nil			
Great Indian Peninsula								Nil		Nil			
North Western								7.97		7.90			
South Indian								Nil		Nil			
Average for 2' 6" and 2' 0" gauges								8.92		8.73			

* Information not available.

† Other than Electric multiple unit suburban trains.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1933-34 and 1934-35.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
Year. 1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur	5.37	5.23	0.78	1.05	0.91	1.15	48.4	44.8	7.82	8.17	8.25	8.81
Bombay, Baroda and Central India	4.32	3.68	3.77	3.86	3.84	3.88	35.5	35.3	2.58	2.41	2.62	2.49
Eastern Bengal	8.25	7.18	0.66	0.49	0.66	0.51	65.6	58.2	4.20	4.63	5.61	5.41
East Indian	4.81	4.79	2.78	2.82	3.20	3.30	33.6	33.3	6.82	7.50	7.73	8.56
Great Indian Peninsula	2.90	3.05	1.14	1.20	2.25	2.35	31.9	32.0	3.14	3.27	3.94	4.26
Madras and Southern Mahratta	3.23	3.17	2.07	2.24	2.31	2.42	32.8	32.1	4.79	4.97	5.49	5.25
Nizam's State	7.13	6.11	2.28	2.00	2.30	2.33	24.2	26.6	11.9	10.2	12.4	10.6
North Western	8.02	6.86	1.18	1.25	1.75	1.91	29.0	30.6	5.81	6.01	6.12	6.47
South Indian	5.58	5.39	0.89	0.64	0.92	0.65	45.7	44.8	5.48	6.36	6.21	7.65
Average for 5' 6" gauge	5.37	5.03	1.74	1.76	2.21	2.27	35.8	35.4	5.78	6.14	6.42	6.89
3' 3½" GAUGE.												
Assam Bengal	7.29	8.25	1.42	1.37	1.79	1.81	31.9	32.8	2.08	2.93	3.11	4.24
Bengal and North Western	3.93	3.83	0.48	0.62	0.75	0.90	53.6	51.8	1.48	1.83	3.38	4.10
Bombay, Baroda and Central India	5.33	5.29	0.76	0.85	1.18	1.27	29.8	29.8	2.07	2.09	3.50	3.35
Burma	6.49	5.59	0.65	0.63	0.66	0.63	23.1	24.2	5.46	6.16	5.54	6.18
Eastern Bengal	8.77	8.40	0.28	0.26	0.33	0.38	39.7	42.9	0.72	0.94	1.04	1.25
Jodhpur	17.3	10.4	0.84	0.95	1.38	1.60	28.4	28.2	2.44	2.96	3.08	3.57
Madras and Southern Mahratta	2.82	2.73	0.76	1.30	1.80	1.73	22.2	22.1	2.50	3.16	5.95	6.39
Nizam's State	3.50	3.50	2.60	2.60	2.63	2.63	23.0	22.3	8.50	7.75	8.67	8.14
Rohilkund and Kumaon	3.69	4.38	1.51	1.70	2.76	2.73	37.3	36.8	1.97	1.54	3.03	2.32
South Indian	5.12	4.59	0.28	0.21	0.41	0.33	29.8	31.3	2.41	1.62	4.27	2.86
Average for 3' 3½" gauge	5.43	5.07	0.69	0.75	1.04	1.03	31.9	32.6	2.69	2.97	4.17	4.37
2' 6" AND 2' 0" GAUGES.												
† Other engine miles per 100 train miles.												
Year.				1933-34.	1934-35.							
Bengal Nagpur					24.3	25.1						
Bombay, Baroda and Central India					9.45	10.1						
Eastern Bengal					0.08	2.43						
Great Indian Peninsula					8.45	8.65						
North Western					20.3	19.1						
South Indian					Nil	6.02						
Average for 2' 6" and 2' 0" gauges					18.4	18.5						

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal Nagpur . . .	1933-34	743	715	160	555	54	44	100	9	187
	1934-35	743	708	187	521	51	46	108	7	211
Bombay, Baroda and Central India.	1933-34	385	370	69	273	Nil	10	71	21	56
	1934-35	385	364	75	289	19	10	74	22	63
Eastern Bengal . . .	1933-34	340	311	50	252	48	9	96	8	37
	1934-35	330	303	65	233	10	3	96	6	43
East Indian . . .	1933-34	1,588	1,613	239	1,361	244	108	303	37	354
	1934-35	1,588	1,597	234	1,351	200	78	300	41	384
Great Indian Peninsula.	1933-34	876	873	160	713	192	116	136	28	151
	1934-35	817	815	153	662	139	100	135	27	156
	1933-34	65	65	8	57	Nil	Nil	27	Nil	20
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
Madras and Southern Mahratta.	1933-34	305	306	75	231	22	17	88	8	54
	1934-35	305	304	79	225	20	9	86	10	54
Nizam's State . . .	1933-34	85	90	23	67	Nil	Nil	13	13	15
	1934-35	85	86	23	63	Nil	Nil	13	11	16
North Western . . .	1933-34	1,297	1,284	155	1,129	163	113	257	103	214
	1934-35	1,278	1,264	175	1,089	142	71	241	113	223
South Indian . . .	1933-34	149	154	36	119	4	Nil	52	8	18
	1934-35	152	151	31	120	3	Nil	54	7	22
Total 5' 6" Gauge	1933-34	5,768	5,716	967	4,700	..	..	1,116	235	1,086
	1934-35	5,683	5,592	977	4,598	..	..	1,107	244	1,172
	1933-34	65	65	8	57	Nil	Nil	27	Nil	20
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
3' 3½" GAUGE.										
Assam Bengal . . .	1933-34	205	204	43	161	1	Nil	Nil	97	10
	1934-35	205	205	31	174	Nil	Nil	Nil	95	15
Bengal and North Western .	1933-34	355	393	27	366	15	2	95	56	74
	1934-35	355	388	22	366	22	1	95	53	81
Bombay, Baroda and Central India.	1933-34	490	459	59	400	24	8	95	50	71
	1934-35	490	463	62	401	63	27	90	53	72

†Excluding Electric Multiple Unit Suburban Trains.

Railways for the years 1933-34 and 1934-35.

USE DAILY ON—			Spare.	Maxi- mum number in use on any one day	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per en- gine avail- able for use.	Railway.
Depart- mental service	Shunt- ing includ- ing siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per(goods) locomotive day on line.	Per (goods) Locomo- tive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5' 6" GAUGE.
26	75	397	108	440	141	146	92	106	60	11,957	23,554	8.05	B. N.
24	76	426	95	461	140	169	95	109	66	13,798	24,789	8.70	
9	50	207	59	237	142	113	95	104	58	12,957	23,473	7.14	R., B. & C. I.
45	13	217	56	243	137	108	83	98	58	12,402	23,023	6.60	
13	47	201	23	218	123	94	97	107	69	9,302	15,378	8.45	E. B.
18	46	209	18	230	147	120	95	120	83	9,125	15,886	10.3	
63	210	967	218	1,075	140	112	96	103	62	15,147	27,971	7.01	E. I.
64	220	1,009	203	1,127	141	111	96	103	65	16,268	27,847	7.50	
27	83	425	122	422	193	98	107	126	61	*11,085	*24,839	6.34	Steam.
27	85	430	114	423	197	100	108	127	67	*12,345	*25,478	6.95	
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189	9.47	Elec. †
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984	9.51	
12	27	189	23	200	128	121	98	108	68	12,655	22,436	8.37	M. & S. M.
12	26	188	21	199	132	110	96	110	71	12,937	22,898	8.59	
6	6	53	14	69	144	117	104	114	68	11,678	23,706	9.07	N. S.
6	7	53	10	66	161	116	109	115	71	13,722	26,644	9.63	
33	126	733	268	794	117	137	84	99	57	8,758	18,252	5.78	N. W.
34	127	738	239	791	122	142	84	103	60	10,299	19,166	6.21	
8	8	94	23	101	127	94	99	110	67	7,104	14,276	8.42	S. I.
7	9	99	20	114	131	91	96	111	72	7,707	14,307	8.89	
197	632	3,266	858	..	138	122	95	107	61	*12,014	*23,521		Steam.
237	609	3,369	776	..	143	126	95	108	65	*13,184	*24,023		
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189		Elec. †
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984		
													Total 5' 6" Gauge.
													3' 3½" GAUGE.
7	22	136	25	142	Nil	94	85	89	60	4,921	8,051	8.74	A. B.
8	25	143	31	151	Nil	94	90	90	63	5,520	8,618	8.60	
24	41	290	76	319	122	88	88	97	73	7,105	10,982	8.42	B. & N. W.
29	45	303	63	334	115	99	95	99	79	7,695	11,344	9.26	
20	38	274	110	310	117	89	95	95	56	6,911	13,345	6.35	B., B. & C. I.
18	39	272	77	317	118	95	97	97	57	7,371	14,243	6.41	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

22.—Statement of Engine Usage of Class 1

Railway.	Year.	AVERAGE NUMBER OF ENGINES.				ACTUAL NUMBER IN GOOD REPAIR STORED.		AVERAGE NUMBER IN		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" GAUGE—concl'd.										
Burma	1933-34	393	403	42	361	59	18	21	94	50
	1934-35	390	392	46	346	22	5	21	93	55
Eastern Bengal	1933-34	226	223	35	182	60	33	41	18	57
	1934-35	223	220	47	172	39	27	46	18	31
Jodhpur	1933-34	105	107	8	99	Nil	Nil	8	29	5
	1934-35	105	107	9	98	Nil	Nil	8	31	12
Madras and Southern Mahratta.	1933-34	344	362	52	310	36	17	67	46	78
	1934-35	341	360	56	304	35	24	65	41	70
Nizam's State	1933-34	87	82	19	63	Nil	Nil	19	5	9
	1934-35	87	83	23	60	Nil	Nil	10	4	8
Rohilkund and Kumaon	1933-34	75	77	7	70	Nil	Nil	14	22	5
	1934-35	75	76	..	71	Nil	Nil	14	22	7
South Indian	1933-34	*418	411	96	314	15	4	134	38	52
	1934-35	*406	403	80	323	19	3	136	35	52
Total 3' 3½" Gauge	1933-34	2,698	2,721	388	2,326	..	..	494	455	384
	1934-35	2,677	2,697	376	2,315	..	..	494	445	412
2' 6" AND 2' 0" GAUGES.										
Bengal Nagpur	1933-34	116	115	26	89	Nil	Nil	19	20	16
	1934-35	116	113	24	89	Nil	Nil	10	21	16
Bombay, Baroda and Central India.	1933-34	27	25	4	20	Nil	Nil	3	12	Nil
	1934-35	27	26	6	20	Nil	Nil	4	11	Nil
Eastern Bengal	1933-34	9	11	2	9	2	Nil	4	2	Nil
	1934-35	9	11	3	8	Nil	Nil	3	3	Nil
Great Indian Peninsula	1933-34	22	22	4	18	2	1	Nil	12	Nil
	1934-35	22	22	5	17	1	Nil	Nil	12	Nil
North Western	1933-34	100	101	14	87	16	7	5	21	17
	1934-35	100	100	14	86	15	10	3	24	16
South Indian	1933-34	11	11	2	9	1	Nil	Nil	6	Nil
	1934-35	11	11	1	10	3	Nil	Nil	6	Nil
TOTAL 2' 6" AND 2' 0" GAUGES	1933-34	285	285	52	232	..	..	31	73	33
	1934-35	285	283	53	230	..	..	29	77	31

* Excludes 2 Battery Tenders.

Railways for the years 1933-34 and 1934-35—concl'd.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" GAUGE—concl'd.
12	43	220	105	243	157	113	102	108	59	6,926	13,915	6.43	} Burma.
13	41	223	112	253	162	116	105	112	63	7,736	15,034	6.87	
4	27	117	13	137	126	109	110	106	56	5,653	11,139	7.28	} E. B.
5	28	128	11	143	124	107	103	104	61	6,001	11,133	8.27	
3	8	56	43	69	124	103	104	102	54	4,853	9,970	6.99	} Jodhpur.
4	9	64	34	78	131	100	101	98	59	4,874	10,581	8.10	
8	32	231	51	257	137	95	92	102	65	5,393	8,838	7.36	} M. & S. M.
8	33	226	47	250	141	98	91	102	64	5,166	8,639	7.22	
3	8	44	19	54	132	133	113	111	59	5,662	13,448	7.11	} N. S.
2	8	41	19	49	141	123	134	118	58	6,692	15,470	7.29	
10	3	54	16	Nil	125	107	101	105	74	5,833	9,210	8.38	} R. & K.
11	3	57	14	Nil	129	108	90	106	80	6,087	8,919	8.90	
20	15	259	47	282	122	86	83	103	65	*4,746	*9,145	*8.76	} S. I.
22	15	260	50	287	126	85	87	106	68	*5,064	*9,778	*8.69	
111	237	1,681	505	..	125	98	94	100	62	6,057	10,924		} TOTAL 3' 3½" GAUGE.
120	246	1,717	458	..	127	101	96	102	65	6,444	11,075		
													2' 6" & 2' 0" GAUGES.
2	10	67	22	78	106	86	72	88	52	2,029	3,755	7.68	} B. N.
2	10	67	22	78	102	91	74	88	52	2,048	3,736	7.60	
Nil	Nil	15	5	19	100	73	Nil	81	48	1,572	1,572	8.15	} B., B. & C. I.
Nil	Nil	15	5	19	75	80	Nil	79	46	2,495	2,495	7.75	
Nil	Nil	6	2	8	52	54	Nil	53	27	234	486	5.96	} E. B.
Nil	Nil	6	2	7	61	55	Nil	59	30	247	542	7.09	
1	1	14	3	15	Nil	106	Nil	101	65	1,411	2,586	7.61	} G. I. P.
1	1	14	2	15	Nil	102	Nil	98	63	1,183	2,196	7.69	
2	5	50	25	61	111	81	60	75	37	822	1,815	5.17	} N. W.
1	5	49	24	65	113	79	64	75	37	822	1,757	5.24	
Nil	Nil	6	3	7	Nil	77	Nil	77	41	1,366	2,539	6.28	} S. I.
Nil	Nil	6	2	7	Nil	75	Nil	75	41	1,445	2,716	6.19	
5	16	158	60	..	100	84	66	83	46	1,475	2,956		} TOTAL 2' 6" AND 2' 0" GAUGES.
4	16	157	57	..	95	85	69	86	46	1,479	2,888		

* Combined figures for Steam and Electric.

23.—Statement of Loads of Trains of Class I Railways for years 1933-34 and 1934-35

AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).													
Railway.	Year.	PAS- SENGER TRAINS	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines			Branch lines.			Main and Branch lines.			
				Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine	Gross weight exclud- ing weight of engine
		2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.													
Bengal Nagpur .	1933-34	16	Tons. 419	31	44	70.5	25	44	58.2	Tons. 403	Tons. 920	Tons. 806	
	1934-35	15	416	29	42	69.6	26	44	58.5	405	918	802	
Bombay, Baroda Central India.	1933-34	18	401	36	61	70.5	26	45	57.8	386	932	829	
	1934-35	17	400	39	53	73.6	26	44	59.1	410	971	868	
Eastern Bengal .	1933-34	17	379	36	50	71.0	25	40	63.0	334	871	779	
	1934-35	16	365	34	47	72.0	26	41	61.8	321	843	748	
East Indian .	1933-34	17	404	35	55	64.1	23	35	67.2	482	1,070	963	
	1934-35	17	417	35	55	64.5	22	33	66.6	481	1,079	964	
Great Indian Peninsula	Steam	1933-34	15	388	36	49	73.7	24	37	64.7	371	901	792
		1934-35	15	393	37	50	74.4	23	36	64.3	376	915	805
	** Electric	1933-34	17	446	43	52	82.1	Nil	Nil	Nil	479	1,129	990
		1934-35	18	457	44	53	83.2	Nil	Nil	Nil	471	1,135	996
Madras and Southern Mahratta.	1933-34	13	375	37	52	70.2	31	39	78.2	345	916	794	
	1934-35	13	385	37	52	70.8	32	39	81.4	349	923	797	
Nizam's State .	1933-34	14	413	30	42	72.1	16	38	41.3	305	735	609	
	1934-35	14	415	32	46	68.2	31	53	57.9	340	831	695	
North Western .	1933-34	18	407	37	52	70.7	24	33	75.2	300	787	681	
	1934-35	18	409	38	53	73.0	24	33	73.1	317	810	703	
South Indian .	1933-34	12	314	29	36	80.7	24	31	79.3	236	662	558	
	1934-35	12	313	28	35	78.8	22	30	74.9	243	673	570	
Average for 5' 6" gauge	Steam	1933-34	17	397	36	52	68.9	25	38	64.8	391	933	819
		1934-35	16	389	35	51	69.4	24	38	64.3	391	931	815
	** Electric	1933-34	17	446	43	52	82.1	Nil	Nil	Nil	479	1,129	990
		1934-35	18	457	44	53	83.2	Nil	Nil	Nil	471	1,141	997
3' 3½" GAUGE.													
Assam Bengal .	1933-34	31	293	24	41	58.5	13	18	72.2	125	330	283	
	1934-35	30	311	27	45	60.3	13	19	68.2	136	345	299	
Bengal and North Western.	1933-34	16	213	37	47	78.7	25	34	74.6	193	410	362	
	1934-35	16	215	34	46	73.9	24	34	70.6	189	411	359	
Bombay, Baroda and Central India.	1933-34	19	266	34	50	68.0	30	43	69.8	202	462	400	
	1934-35	19	255	36	51	70.6	31	43	72.1	210	468	411	

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1933-34 and 1934-35—concl'd.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).											
		PAS- SENGER TRAINS.	PASSEN- GER INCLUD- ING PRO- PORTION OF MIXED.	GOODS TRAINS.						GOODS AND PROPORTION OF MIXED.			
				Main lines.			Branch lines.			Main and Branch lines			
				No. of vehicles.	Gross weight includ- ing weight of engine.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Loaded wagons.	Total.	Per- cent- age loaded of total.	Net or freight weight.	Gross weight including weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13	
3½" GAUGE—concl'd.			Tons.								Tons.	Tons.	Tons
Orissa	1933-34	20	249	40	54	74.9	13	19	68.6	197	447	371	
	1934-35	18	229	38	55	69.5	14	21	67.9	208	472	393	
Eastern Bengal	1933-34	22	279	35	49	71.0	21	32	68.0	164	465	405	
	1934-35	21	276	33	47	71.1	19	31	62.7	173	470	418	
Odhpur	1933-34	20	281	35	53	66.0	13	26	50.0	134	354	294	
	1934-35	20	280	36	53	68.0	15	26	57.0	153	386	326	
Madras and Southern Mahratta.	1933-34	14	220	25	34	74.6	16	22	72.0	133	365	293	
	1934-35	14	217	26	34	75.4	16	23	71.3	133	373	298	
Mizam's State	1933-34	11	199	29	38	75.9	8	27	29.3	200	483	406	
	1934-35	11	202	28	39	73.0	7	19	34.2	206	503	426	
Nohilkund and Kumaon	1933-34	13	197	22	34	64.7	24	37	64.8	138	302	249	
	1934-35	12	195	20	30	66.7	14	25	56.0	136	298	245	
South Indian	1933-34	15	198	32	43	73.7	23	31	73.6	152	412	348	
	1934-35	15	197	33	45	72.8	23	32	71.1	160	432	367	
Average for 3' 3½" gauge.	1933-34	16	230	33	45	73.4	22	31	71.8	168	410	367	
	1934-35	16	230	33	46	71.8	22	32	70.1	174	422	357	
6" AND 2' 0" GAUGES.													
Bengal Nagpur	1933-34									69	221	169	
	1934-35									67	219	167	
Bombay, Baroda and Central India.	1933-34									38	115	88	
	1934-35									40	118	90	
Eastern Bengal	1933-34									10	55	42	
	1934-35									11	53	40	
Great Indian Peninsula	1933-34									27	119	70	
	1934-35									27	119	72	
North Western	1933-34									33	139	90	
	1934-35									32	140	90	
South Indian	1933-34									35	127	87	
	1934-35									39	133	93	
Average for 2' 6" and 2' 0" gauges	1933-34									47	166	117	
	1934-35									46	168	118	

24.—Statement* of vehicles and wagons and their usage on Class I Railways for the years 1933-34 and 1934-35.

24.—Statement* of vehicles and wagons and																			
Railway.	Year.	COACHING STOCK							GOODS STOCK.					AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).					
		AVERAGE AUTHORISED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorised stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.			Coal and coke.	Heavy merchandise.	Light merchandise.	AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers.)
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).							
				Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.													In units.	In terms of 4-wheelers.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
5' 6" GAUGE.																			
Bengal Nagpur	1933-34	843	376	821	1,694	248	335	114	22,901	23,200	24,839	23,106	20.6	17.4	13.2	14.3	27.9	265	
	1934-35	843	395	811	1,583	248	335	119	22,876	22,985	24,624	22,061	20.4	18.2	13.3	14.9	32.8	321	
Bombay, Baroda and Central India.	1933-34	623	315	570	1,097	206	237	121	10,426	9,547	9,804	9,668	19.8	13.5	10.1	12.2	30.8	264	
	1934-35	626	303	566	1,090	192	222	112	10,166	9,215	9,446	9,272	20.7	13.9	10.1	12.3	32.5	290	
Eastern Bengal	1933-34	803	345	811	1,563	259	276	103	8,392	7,849	8,003	7,287	19.2	14.3	8.10	10.1	22.7	161	
	1934-35	802	346	792	1,532	254	271	120	8,216	7,657	7,811	7,151	20.5	13.5	8.00	9.90	25.0	178	
East Indian	1933-34	2,731	986	2,602	4,824	670	845	130	50,003	47,517	47,954	46,898	20.5	13.5	8.49	14.7	33.9	323	
	1934-35	2,267	884	2,580	4,807	664	840	130	49,282	48,867	49,304	48,748	20.6	13.9	8.28	14.7	34.5	333	
Great Indian Peninsula.	1933-34	1,283	866	1,242	2,496	592	720	160	17,330	17,523	18,728	17,420	20.1	15.4	11.9	11.7	43.8	374	
	1934-35	1,222	826	1,165	2,346	574	698	160	17,287	17,190	18,398	17,693	19.6	15.3	11.1	11.6	45.2	386	
Madras and Southern Mahratta.	1933-34	649	321	714	1,185	227	241	101	5,764	5,850	5,939	6,463	20.3	12.8	7.19	10.5	36.6	281	
	1934-35	637	322	698	1,184	224	238	102	5,775	5,806	5,895	5,619	19.3	13.3	7.00	10.6	42.4	333	
Nizam's State	1933-34	120	63	118	200	34	37	168	2,107	2,148	2,148	2,013	19.3	16.5	8.12	13.1	35.0	327	
	1934-35	119	64	123	213	35	38	150	2,090	2,168	2,168	2,138	19.8	15.9	6.51	13.1	38.8	352	
North Western	1933-34	2,530	1,407	2,444	4,683	938	1,021	111	29,880	28,483	29,451	28,453	20.4	13.7	7.90	9.90	29.5	214	
	1934-35	2,474	1,364	2,427	4,662	932	1,013	116	28,507	28,287	29,254	27,931	20.4	13.5	8.09	10.1	31.7	239	
South Indian	1933-34	316	125	302	614	108	117	111	2,024	2,027	2,039	1,999	17.3	15.1	9.07	9.07	27.4	203	
	1934-35	316	126	312	633	105	114	112	2,299	2,144	2,156	1,949	22.3	15.4	9.33	9.67	31.0	237	
Total 5' 6" Gauge and average.	1933-34	9,898	4,794	9,624	18,256	3,282	3,829	121	148,227	144,144	148,905	143,307				12.5	32.5	283	
	1934-35	9,306	4,620	9,474	18,050	3,228	3,769	126	146,498	144,320	149,056	142,562				12.7	34.8	308	
3' 3½" GAUGE.																			
Assam Bengal	1933-34	622	233	621	1,190	113	125	84	5,293	5,235	5,706	5,402	10.4	8.03	6.04	6.69	23.7	112	
	1934-35	620	239	618	1,188	117	129	83	5,306	5,223	5,702	5,323	10.5	8.55	6.41	6.93	28.6	139	
Bengal and North Western	1933-34	1,332	249	1,312	1,860	54	55	117	10,209	11,577	11,751	11,755	10.4	8.80	5.84	7.11	22.9	128	
	1934-35	1,332	249	1,312	1,860	54	55	115	10,282	11,535	11,691	11,769	10.6	9.01	5.12	7.32	25.7	140	
Bombay, Baroda & Central India.	1933-34	1,433	297	1,303	2,350	138	180	88	8,754	8,629	10,160	10,131	9.25	9.17	6.37	6.88	34.1	167	
	1934-35	1,430	293	1,261	2,275	164	205	70	8,936	8,475	,973	9,953	9.49	9.44	6.13	7.02	3.2	166	
Burma	1933-34	1,054	411	833	1,596	193	224	109	9,889	9,889	10,813	8,920	13.0	11.9	5.65	7.87	30.1	182	
	1934-35	1,007	428	771	1,591	189	220	110	9,633	9,633	10,548	9,117	12.6	12.1	6.11	8.29	32.3	195	

*Does not include electric multiple unit suburban service stock.

24.—Statement of vehicles and wagons and their usage on Class I Railways for the years 1933-34 and 1934-35
—concl'd.

Railway.	Year.	COACHING STOCK.							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).			Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
		AVERAGE AUTHORISED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.				Vehicle miles per vehicle day (in terms of 4-wheelers).	Average authorised stock (in units).	AVERAGE NUMBER OF WAGONS OWNED.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.				
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.									
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
3' 3½" Gauge— concl'd.																				
Eastern Bengal	1933-34	782	319	756	1,421	221	231	78	5,335	5,191	6,943	6,853	9.02	7.87	6.83	5.36	22.9	88		
	1934-35	778	316	752	1,382	218	228	85	5,221	5,032	6,784	6,338	9.27	8.08	7.12	5.83	24.7	103		
Jodhpur	1933-34	231	88	234	396	26	33	113	2,386	2,386	2,617	2,899	10.3	8.62	2.43	5.30	27.7	108		
	1934-35	243	88	235	399	26	33	115	2,416	2,382	2,606	2,785	9.83	8.56	3.09	5.64	33.0	138		
Madras and Southern Mahratta.	1933-34	894	227	884	1,436	175	185	91	7,267	8,059	8,452	8,363	10.6	8.01	5.00	6.50	29.2	144		
	1934-35	881	230	891	1,466	177	187	87	7,296	7,879	8,267	8,169	11.3	8.89	4.90	6.40	28.7	141		
Nizam's State.	33-34	159	41	155	233	16	16	127	1,346	1,324	1,330	1,275	9.39	10.4	5.60	7.73	29.7	177		
	34-35	160	41	155	235	16	16	131	1,346	1,314	1,320	1,274	9.37	9.94	5.90	7.71	33.1	190		
Rohilkund & Kumaon.	1933-34	250	82	230	345	36	36	104	2,469	2,531	2,621	2,409	11.2	11.5	5.92	9.85	15.7	99		
	1934-35	240	83	229	343	37	38	100	2,475	2,646	2,686	2,393	13.6	11.5	8.67	10.5	16.7	107		
South Indian	1933-34	1,285	208	1,221	2,422	137	215	99	5,371	5,384	7,657	7,513	10.3	8.08	5.25	6.86	22.4	99		
	1934-35	1,261	191	1,216	2,414	135	214	103	5,220	5,350	7,578	7,417	10.4	8.19	5.22	5.94	23.8	105		
Total 3' 3½" Gauge and Average.	1933-34	8,042	2,155	7,579	13,249	1,109	1,300	97	58,319	60,255	68,050	65,320				6.76	26.5	134		
	1934-35	7,951	2,168	7,440	13,163	1,133	1,325	95	58,131	59,469	67,155	64,528				6.97	28.2	147		
2' 6" & 2' 0" Gauges																				
Bengal Nagpur	1933-34	395	57	383	755	25	49	69	1,552	1,952	3,864	3,796				3.69	11.0	30		
	1934-35	396	57	384	755	25	49	69	1,952	1,952	3,864	3,781				3.64	11.6	30		
Bombay, Baroda and Central India.	1933-34	71	1	68	135	1	2	*	316	305	506	504				4.16	9.68	25		
	1934-35	71	1	70	140	1	2	*	316	304	504	502				4.40	9.08	25		
Eastern Bengal	1933-34	63	3	68	64	Nil	Nil	47	25	25	25	7				1.34	16.8	20		
	1934-35	63	2	55	61	Nil	Nil	61	25	25	25	7				1.37	16.3	19		
Great Indian Peninsula.	1933-34	48	3	48	91	2	2	89	201	201	397	397				2.99	18.0	39		
	1934-35	48	3	48	92	2	2	88	201	201	397	397				2.90	18.0	39		
North Western	1933-34	334	83	306	677	68	111	32	822	762	1,366	1,271				3.51	17.5	41		
	1934-35	308	81	297	570	66	108	33	770	760	1,362	1,267				3.41	17.5	40		
South Indian	1933-34	34	1	34	68	Nil	Nil	76	78	78	156	156				2.77	11.3	25		
	1934-35	34	1	34	68	Nil	Nil	74	78	78	156	156				2.97	12.5	29		
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	1933-34	945	148	897	1,690	96	164	54	3,394	3,323	6,314	6,131				3.58	12.7	32		
	1934-35	920	145	888	1,686	94	161	43	3,342	3,320	6,308	6,110				3.52	13.1	32		

*Information not available.

§ Does not include electric multiple unit suburban service stock.

25.—Statement of Density of Traffic on Class I Railways for the years 1933-34 and 1934-35.

Railway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track mile per day (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur .	1933-34	281,371	310,569	815,369	897,844	2,713,740	2,989,290	11·0
	1934-35	294,794	325,362	939,103	1,034,018	3,029,431	3,336,791	12·2
Bombay, Baroda and Central India.	1933-34	693,453	847,175	611,158	754,609	2,431,007	2,989,422	10·8
	1934-35	703,958	860,008	643,282	795,267	2,369,154	2,894,338	10·7
Eastern Bengal .	1933-34	563,926	696,852	436,739	541,153	2,724,823	3,376,266	15·1
	1934-35	598,308	738,658	537,768	665,710	3,271,534	4,049,878	18·2
East Indian .	1933-34	590,980	740,662	1,013,139	1,263,213	3,494,002	4,350,413	14·1
	1934-35	612,933	768,164	1,090,548	1,359,781	3,740,884	4,657,989	14·6
Great Indian Peninsula.	1933-34	377,667	472,410	549,556	687,419	2,535,569	3,171,652	13·5
	1934-35	391,232	489,378	575,991	720,486	2,630,760	3,290,721	13·7
Madras and Southern Mahratta.	1933-34	544,871	572,256	551,389	579,078	2,782,744	2,922,482	14·1
	1934-35	570,713	599,985	570,321	599,548	2,852,666	2,998,855	14·2
Nizam's State.	1933-34	237,033	237,033	353,901	353,901	1,444,276	1,444,276	7·12
	1934-35	233,539	233,539	402,195	402,195	1,589,984	1,589,984	7·23
North Western .	1933-34	385,808	440,132	324,096	369,731	1,633,614	1,863,635	8·18
	1934-35	411,218	469,185	353,095	402,869	1,725,298	1,968,503	8·51
South Indian .	1933-34	498,689	498,689	261,004	261,004	1,913,116	1,913,116	13·6
	1934-35	508,662	508,662	285,509	285,509	1,960,419	1,960,419	14·1
Total 5' 6" gauge	1933-34	453,155	531,911	607,388	712,948	2,481,564	2,912,845	11·4
	1934-35	472,237	554,068	659,245	773,481	2,644,086	3,102,261	11·9
3' 3½" GAUGE.								
Assam Bengal .	1933-34	205,170	205,170	180,234	180,234	833,126	833,126	7·33
	1934-35	199,429	199,429	214,566	214,566	904,263	904,263	7·64
Bengal and North Western.	1933-34	459,722	461,828	249,131	250,272	563,216	565,797	10·1
	1934-35	476,095	478,277	298,675	300,043	671,755	674,833	10·7
Bombay, Baroda and Central India.	1933-34	433,967	434,518	282,658	283,016	1,177,787	1,179,280	9·72
	1934-35	446,861	447,427	309,080	309,488	1,236,734	1,238,303	9·85
Burma .	1933-34	201,224	221,473	276,150	303,939	1,062,912	1,169,870	8·56
	1934-35	207,814	228,682	298,439	328,408	1,106,869	1,218,018	8·96

15.—Statement of Density of Traffic on Class I Railways for the years 1933-34 and 1934-35—
concluded.

Railways.	Year.	Passenger traffic.		Net tonnage.		Goods traffic.		Total traffic.
		(In millions of passengers.)	(In millions of passengers.)	(In millions of tons.)	(In millions of tons.)	(In millions of tons.)	(In millions of tons.)	
1	2	3	4	5	6	7	8	9
3' 6" Gauge—continued.								
Eastern Bengal.	1933-34	318,576	331,023	2,02,623	211,814	1,14,223	1,12,745	5.32
	1934-35	322,766	321,497	223,641	210,293	1,23,541	1,16,018	5.59
Jodhpur.	1933-34	165,918	165,918	115,272	115,272	174,269	174,269	4.37
	1934-35	181,987	181,987	147,521	147,521	616,148	616,148	5.62
Madras and Southern Mahratta.	1933-34	207,601	207,601	215,997	213,997	235,991	235,991	2.75
	1934-35	211,151	211,569	201,811	201,925	273,657	276,176	2.37
Nizam's State.	1933-34	242,117	248,652	123,621	129,014	621,710	618,321	6.61
	1934-35	240,924	247,431	133,270	136,870	643,984	651,618	6.15
Rohilkhand and Kumaon.	1933-34	296,185	296,787	155,678	155,995	697,916	699,355	8.28
	1934-35	302,600	301,215	174,795	175,150	718,015	743,655	8.76
South Indian.	1933-34	541,363	551,986	155,482	155,342	1,162,267	1,174,156	15.9
	1934-35	543,182	554,015	169,311	169,420	1,196,498	1,220,561	14.5
Total 3' 6" Gauge.	1933-34	527,315	533,520	217,965	222,097	1,001,299	1,029,283	9.16
	1934-35	534,755	541,126	238,617	243,158	1,057,945	1,078,979	9.59
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur.	1933-34	82,423	82,423	48,017	48,017	347,385	347,385	5.08
	1934-35	87,737	87,737	47,968	47,968	348,982	348,982	5.03
Bombay, Baroda and Central India.	1933-34	126,524	126,524	21,815	21,815	167,118	167,118	4.99
	1934-35	123,435	123,435	21,449	21,449	162,688	162,688	4.82
Eastern Bengal.	1933-34	166,179	166,179	2,399	2,399	163,750	163,750	8.18
	1934-35	161,755	161,755	3,406	3,406	174,842	174,842	8.71
Great Indian Peninsula.	1933-34	50,371	50,371	27,089	27,089	220,398	219,398	5.35
	1934-35	50,644	50,644	26,584	26,584	220,167	220,167	5.39
North Western.	1933-34	52,863	52,863	30,239	30,239	223,187	215,167	4.49
	1934-35	50,851	50,851	28,303	28,303	231,116	231,116	4.45
South Indian.	1933-34	56,212	56,212	14,262	14,262	171,481	171,481	4.26
	1934-35	48,915	48,915	16,932	16,932	173,915	173,915	4.26
Total 2' 6" and 2' 0" Gauges.	1933-34	75,647	75,647	34,718	34,718	267,582	267,582	4.31
	1934-35	75,261	75,261	34,589	34,589	270,462	270,462	4.58
Total Class I Railways.	1933-34	597,769	609,167	252,683	256,815	1,268,881	1,296,865	13.47
	1934-35	609,983	616,391	273,206	277,747	1,328,407	1,349,441	14.17

*Revised figures.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railway

Railway	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
<i>5' 6" GAUGE.</i>									
Bengal-Nagpur	1933-34	51	7.13	109	15.3	108	32	13.1	12.8
	1934-35	45	6.40	142	20.0	84	32	10.4	10.3
Bombay, Baroda and Central India	1933-34	23	6.38	46	12.4	71	20	12.5	9.81
	1934-35	23	6.28	52	14.3	87	23	15.3	12.1
Eastern Bengal	1933-34	21	6.79	29	9.52	103	52	12.7	20.2
	1934-35	23	7.60	42	14.0	110	46	13.9	18.1
East Indian	1933-34	61	3.78	178	11.0	168	36	6.46	5.37
	1934-35	56	3.51	178	11.2	174	30	6.74	4.52
Great Indian Peninsula	1933-34	30	3.38	130	15.0	81	29	6.52	4.90
	1934-35	27	3.21	126	15.6	66	23	5.66	4.00
	1933-34	2	3.08	6	9.23				
	1934-35	3	4.62	6	9.23				
Madras and Southern Mahratta	1933-34	33	10.5	42	14.0	58	13	8.08	5.55
	1934-35	29	9.16	50	16.8	62	15	8.93	6.74
Nizam's State	1933-34	7	7.78	16	17.8	11	3	9.32	8.82
	1934-35	8	9.30	15	17.4	11	3	8.94	8.57
North Western	1933-34	39	3.06	116	9.09	236	86	9.66	9.17
	1934-35	49	3.91	126	9.98	272	99	11.2	10.6
South Indian	1933-34	9	5.84	27	17.3	27	5	8.94	4.63
	1934-35	9	6.18	22	14.6	28	8	8.97	7.62
Total 5' 6" gauge	1933-34	274	4.79	693	12.1	863	276	8.97	8.41
	1934-35	269	4.81	707	12.6	894	277	9.44	8.58
	1933-34	2	3.08	6	9.23				
	1934-35	3	4.62	6	9.23				
<i>3' 3½" GAUGE.</i>									
Assam-Bengal	1933-34	10	4.93	33	16.3	85	21	13.7	7.96
	1934-35	6	2.94	25	12.3	66	18	10.7	7.69
Bengal and North-Western	1933-34	14	3.65	13	3.39	82	1	6.25	1.85
	1934-35	10	2.64	12	3.17	99	1	7.55	1.85
Bombay, Baroda and Central India	1933-34	23	4.92	36	7.93	79	6	6.06	4.35
	1934-35	21	4.46	41	8.89	77	9	6.11	5.49
Burma	1933-34	18	4.37	24	5.88	30	2	3.61	1.01
	1934-35	19	4.79	27	6.08	32	2	4.13	0.98

* Excluding Electric multiple unit suburban trains.

for the years 1933-34 and 1934-35.

COACHING STOCK.				GOODS STOCK.				HOT BOXES AVERAGE NUMBER (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Num-ber.	Per 10,000,000 Vehicle miles.	Num-ber.	Per 1,000,000 Wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
5' 6" GAUGE.												
32	21	3.84	4.36	313	1.35	4,333	18.9	3	3.71	309	14.8	Bengal-Nagpur.
44	21	5.44	6.16	558	2.53	1,532	6.94	2	3.34	245	10.5	
2	1	0.37	0.40	212	2.19	85	0.88	2	3.15	71	7.48	Bombay, Baroda and Central India.
2	1	0.32	0.52	234	2.52	177	2.55	1	2.11	62	6.52	
2	1	0.30	0.21	74	1.01	149	2.04	4	6.56	54	8.69	Eastern Bengal.
3	1	0.42	0.56	62	0.87	194	2.71	3	4.76	61	7.70	
42	9	1.61	1.34	275	0.59	5,966	12.7	27	11.5	540	10.5	East Indian.
56	14	2.17	2.11	322	0.66	6,570	13.5	12	4.98	640	11.6	
40	17	3.18	2.89	188	1.08	756	4.34	8	5.32	224	9.19	Steam. } Great Indian Peninsula.
46	19	3.98	3.33	174	0.98	686	3.88	7	4.57	160	6.27	
												*Electric.
5	1	0.75	0.45	121	1.88	385	5.97	7	15.9	66	8.45	Madras and Southern Mahratta.
4	1	0.61	0.42	94	1.67	116	2.06	4	8.96	62	7.82	
1	Nil	0.85	Nil	59	2.93	17	0.84	3	21.3	19	8.17	Nizam's State.
2	Nil	1.63	Nil	42	1.96	60	2.81	2	14.6	15	5.59	
86	25	3.51	2.68	715	2.51	1,375	4.85	14	6.98	326	11.9	North Western.
71	21	2.93	2.24	412	1.48	1,922	6.88	6	2.99	216	7.44	
9	1	3.06	1.07	50	2.50	22	1.10	1	1.65	12	6.35	South Indian.
11	1	3.40	0.86	77	3.95	35	1.80	1	1.28	7	3.08	
219	76	2.28	2.32	2,007	1.40	13,088	9.13	69		1,621		Steam. } Total 5' 6" Gauge.
239	79	2.52	2.45	1,975	1.39	11,292	7.92	38		1,468		
												*Electric.
3' 3 1/2" GAUGE.												
3	..	0.41	(a) 0.35	94	1.74	40	0.74	13	37.0	25	6.00	Assam-Bengal.
2	..	0.25	(a) 0.15	84	1.58	28	0.53	5	14.0	35	7.00	
2	..	0.16	(a) 0.13	115	0.98	108	0.92	2	2.21	15	1.56	Bengal and North-West. ern.
3	Nil	0.23	Nil	148	1.26	88	0.75	3	3.61	15	1.33	
13	1	1.00	0.67	89	0.88	86	0.85	12	15.7	96	8.79	Bombay, Baroda and Central India.
13	1	0.99	0.45	57	0.58	159	1.59	23	30.5	160	8.60	
20	3	2.37	1.33	33	0.37	148	1.66	2	3.52	33	3.48	Burma.
19	3	2.48	1.34	43	0.47	177	1.94	3	5.10	39	3.85	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3 1/2" Gauge—concl'd.									
Eastern Bengal	1933-34	9	3.89	26	11.5	66	17	8.41	7.59
	1934-35	9	4.06	38	17.5	72	17	9.03	7.65
Jodhpur	1933-34	3	2.80	5	4.67	20	2	8.55	7.70
	1934-35	3	2.80	6	5.01	21	3	8.94	11.5
Madras and Southern Mahratta	1933-34	16	4.53	36	9.96	63	10	7.14	5.56
	1934-35	19	5.24	37	10.3	72	10	8.11	5.53
Nizam's State.	1933-34	4	4.88	15	18.3	16	1	10.3	6.25
	1934-35	5	6.02	18	21.7	14	1	9.03	6.25
Rohilkund and Kumaon	1933-34	3	3.35	4	5.43	19	6	8.23	16.7
	1934-35	3	3.53	2	2.92	14	3	6.07	8.46
South Indian	1933-34	20	5.01	76	18.7	100	8	8.19	5.84
	1934-35	21	5.16	59	14.9	89	7	7.32	5.19
	1933-34	Nil	Nil	..	(a)2.00				
	1934-35	Nil	Nil	Nil	Nil				
Total 3' 3 1/2" Gauge	1933-34	120	4.41	268	9.85	560	74	7.39	6.67
	1934-35	116	4.30	265	9.83	556	71	7.47	6.27
	1933-34	Nil	Nil	..	(a)2.00				
	1934-35	Nil	Nil	Nil	Nil				
2' 0" AND 2' 6" GAUGES.									
Bengal-Nagpur	1933-34	11	9.41	15	12.7	19	2	4.92	6.07
	1934-35	8	6.75	16	14.4	24	2	6.29	6.56
Bombay, Baroda and Central India	1933-34	1	2.30	3	13.2	1	Nil	1.36	Nil
	1934-35	2	6.41	4	15.1	1	1	1.08	8.33
Eastern Bengal	1933-34	..	(a)2.21	2	17.2	2	Nil	3.91	Nil
	1934-35	1	7.31	2	21.7	4	Nil	8.00	Nil
Great Indian Peninsula	1933-34	1	4.55	3	13.6	Nil	Nil	Nil	Nil
	1934-35	1	4.55	4	18.2	2	Nil	4.17	Nil
North Western	1933-34	2	2.63	12	11.8	11	2	3.59	2.94
	1934-35	4	4.22	10 ⁸	9.84	22	7	7.41	10.6
South Indian	1933-34	..	(a)3.00	2	14.8	Nil	Nil	Nil	Nil
	1934-35	..	(a)3.00	1	9.82	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	1933-34	15	5.26	37	13.0	33	4	3.68	4.17
	1934-35	16	5.65	37	13.1	53	10	5.97	10.6
TOTAL CLASS I RAILWAYS.	1933-34	409	4.69	998	11.4	1,456	354	8.04	7.89
	1934-35	401	4.68	1,009	11.8	1,503	358	8.44	8.04
	1933-34	2	3.08	6	9.23				
	1934-35	3	4.62	6	9.23				

* Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

for the years 1933-34 and 1934-35—concl'd.

COACHING STOCK.				GOODS STOCK.				HOT BOXES. AVERAGE NUMBER (MONTHLY).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.		Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.					
11	12	13	14	15	16	17	18	19	20	21	22	23
10	1	1.28	0.53	85	1.24	121	1.76	2	4.51	6	1.20	3' 3½" GAUGE.—concl'd. Eastern Bengal.
10	2	1.30	0.99	71	1.11	181	2.85	4	9.39	6	1.08	
1	..	0.48	(a) 0.35	63	2.33	7	0.26	1	6.61	6	2.48	Jodhpur.
1	Nil	0.51	Nil	53	1.90	9	0.32	2	10.7	7	2.21	
9	1	1.05	0.60	44	0.53	128	1.53	17	37.0	151	18.2	Madras and Southern Mahratta.
9	2	1.00	0.90	44	0.53	115	1.41	12	25.5	106	13.5	
1	Nil	0.65	Nil	64	5.02	3	0.24	1	6.41	5	4.17	Nizam's State.
2	Nil	1.29	Nil	33	2.59	13	1.02	2	14.9	5	3.17	
Nil	Nil	Nil	Nil	33	1.38	23	0.96	2	11.3	6	4.29	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	37	1.53	22	0.92	3	22.8	8	5.46	
†21	3	1.69	2.50	102	1.36	220	2.92	1	1.24	15	2.37	Steam *Electric } South Indian.
19	3	1.55	2.01	109	1.47	183	2.46	1	0.90	14	2.09	
†80	9	1.04	0.81	722	1.11	884	1.35	53		358		Steam *Electric } Total 3' 3½" Gauge.
78	11	1.05	0.97	679	1.05	975	1.51	58		395		
11	3	2.76	4.96	24	0.61	137	3.62	3	19.5	3	2.18	2' 6" AND 2' 0" GAUGES. Bengal-Nagpur.
16	3	4.07	8.39	23	0.61	195	5.15	1	5.21	3	2.16	
4	1	6.05	33.3	1	0.18	11	2.86	Nil	Nil	Nil	Nil	Bombay, Baroda and Central India.
3	1	3.46	41.7	1	0.22	9	1.88	Nil	Nil	Nil	Nil	
Nil	Nil	Nil	Nil	..	(a) 0.61	..	(a) 0.61	Nil	Nil	Nil	Nil	Eastern Bengal.
..	Nil	(a) 0.04	Nil	..	(a) 1.65	..	(a) 0.90	Nil	Nil	Nil	Nil	
3	Nil	6.63	Nil	Nil	Nil	7	1.77	Nil	Nil	..	(a) 0.32	Great Indian Peninsula.
2	Nil	3.92	Nil	Nil	Nil	10	2.52	Nil	Nil	Nil	Nil	
11	2	3.66	3.29	11	1.10	61	4.80	1	9.73	9	11.4	North Western.
5	1	1.71	2.18	4	0.32	41	3.21	..	(a) 1.07	4	4.63	
1	Nil	3.79	Nil	Nil	Nil	3	1.92	Nil	Nil	Nil	Nil	South Indian.
1	Nil	4.35	Nil	Nil	Nil	3	1.92	Nil	Nil	Nil	Nil	
30	6	3.34	6.25	39	0.61	222	3.62	4		12		Total 2' 6" and 2' 0" Gauges.
27	5	3.04	5.32	28	0.46	258	4.22	1		7		
†329	91	1.81	2.03	2,768	1.29	14,191	6.61	126		1,991		Steam *Electric } TOTAL CLASS I RAILWAYS.
344	95	1.93	2.13	2,682	1.26	12,525	5.87	97		1,870		

† Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
1			
5' 6" GAUGE.			
	As.	As.	As.
Bengal Nagpur	1.93	1.03	2.96
Bombay, Baroda & Central India	2.25	1.38	3.63
Eastern Bengal	1.62	0.82	2.44
East Indian	1.49	1.32	2.81
Great Indian Peninsula	1.72	1.15	2.87
Madras and Southern Mahratta	2.61	1.24	3.85
Nizam's State	2.27	1.14	3.41
North Western	1.36	1.54	2.90
South Indian	1.74	1.27	3.01
Averages			3.04
3' 3½" GAUGE.			
Assam Bengal	1.80	1.63	3.43
Bengal and North Western	1.28	1.34	2.62
Bombay, Baroda & Central India	3.37	1.80	5.17
Burma	1.33	1.33	2.66
Eastern Bengal	1.85	0.98	2.83
Jodhpur	1.64	1.79	3.43
Madras and Southern Mahratta	1.89	1.20	3.09
Nizam's State	2.33	1.93	4.26
Rohilkund and Kumaon	1.25	1.57	2.82
South Indian	2.10	1.67	3.77
Averages			3.36

* Cost per equated engine mile = $\frac{\text{cost per engine mile} \times 20,000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year 1934-35.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" GAUGE.
702.2	141.2	843.4	97.4	58.9	156.3	Bengal Nagpur.
897.6	131.2	1028.8	91.3	42.1	133.4	Bombay, Baroda & Central India.
518.5	68.9	587.4	68.1	9.21	77.3	Eastern Bengal.
534.5	100.3	634.8	52.1	40.0	92.1	East Indian.
696.6	129.1	825.7	52.8	54.6	107.4	Great Indian Peninsula.
518.2	84.9	603.1	85.9	33.8	119.7	Madras and Southern Mahratta.
629.4	46.5	675.9	85.4	24.0	109.4	Nizam's State.
490.4	71.1	561.5	66.0	38.2	104.2	North-Western.
288.5	43.0	331.5	67.7	14.2	81.9	South Indian.
		660.9			109.6	Averages.
						3' 3½" GAUGE.
302.0	20.5	322.5	49.5	10.6	60.1	Assam Bengal.
483.7	64.0	247.7	18.7	12.0	30.7	Bengal and North West- ern.
393.2	85.4	478.6	41.0	19.4	60.4	Bombay, Baroda & Central India.
151.0	27.9	178.9	54.2	13.9	68.1	Burma.
365.6	57.8	423.4	37.2	11.6	48.8	Eastern Bengal.
381.7	13.4	395.1	42.1	†—9.66	32.4	Jodhpur.
290.3	32.7	323.0	30.0	10.8	40.8	Madras and Southern Mahratta.
471.8	33.7	505.5	79.4	17.4	96.8	Nizam's State.
210.9	46.9	257.8	20.9	6.48	27.4	Rohilkund and Kumaon.
178.9	30.2	209.1	18.6	5.89	24.5	South Indian.
		311.8			47.0	Averages.

†Includes certain adjustments.

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed by other engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5'6" Gauge.								
Bengal Nagpur	1933-34	Nil	631,741	Nil	Nil	631,741	Nil	107,755
	1934-35	Nil	711,312	Nil	Nil	711,312	Nil	112,399
Bombay, Baroda and Central India.	1933-34	Nil	274,228	3,471	Nil	275,616	Nil	19,708
	1934-35	Nil	273,972	3,148	Nil	275,231	Nil	20,176
Eastern Bengal	1933-34	Nil	233,733	Nil	Nil	233,733	Nil	46,297
	1934-35	Nil	293,574	Nil	Nil	293,534	Nil*	69,518
East Indian	1933-34	Nil	1,247,086	273	Nil	1,247,195	Nil	171,156
	1934-35	Nil	1,323,705	315	Nil	1,323,813	Nil	168,648
Great Indian Peninsula	1933-34	Nil	723,700	92	12,621	718,502	Nil	100,405
	1934-35	Nil	809,058	98	6,680	812,061	Nil	100,769
Malabar and Southern Mahratta	1933-34	Nil	259,819	10	17	259,854	Nil	13,901
	1934-35	Nil	265,049	10	18	265,086	Nil	14,539
Nizam's State	1933-34	Nil	81,900	245	Nil	81,995	Nil	5,299
	1934-35	Nil	90,991	241	Nil	91,087	Nil	3,514
North Western	1933-34	Nil	806,296	Nil	32,494	865,376	Nil	106,755
	1934-35	Nil	859,134	Nil	34,201	921,319	54	102,528
South Indian	1933-34	Nil	90,977	142	2	91,037	Nil	1,670
	1934-35	Nil	93,834	180	..	93,906	Nil	1,446
Total 5' 6" Gauge	1933-34	Nil	4,351,480	4,233	45,034	4,435,052	Nil	570,926
	1934-35	Nil	4,711,689	4,022	40,799	4,787,379	54	583,537
3'3½" Gauge.								
Assam Bengal	1933-34	Nil	89,775	Nil	Nil	89,775	Nil	15,256
	1934-35	Nil	100,325	Nil	Nil	100,325	Nil	15,800
Bengal and North Western	1933-34	Nil	182,711	Nil	Nil	182,711	Nil	62,757
	1934-35	Nil	194,680	Nil	Nil	194,680	Nil	54,923
Bombay, Baroda and Central India	1933-34	Nil	207,674	3,007	Nil	208,676	Nil	16,355
	1934-35	Nil	222,197	3,091	Nil	223,433	Nil	16,546
Portia	1933-34	Nil	177,399	11,666	Nil	182,065	Nil	7,500
	1934-35	Nil	186,588	10,012	Nil	190,593	Nil	9,223

* 2½ tons of wood =
0.55 ton of oil fuel.

during the years 1933-34 and 1934-35.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	
5' 6" GAUGE.								
Nil	Nil	105,735	Nil	737,476	Nil	Nil	737,476	Bengal Nagpur.
Nil	Nil	112,399	Nil	823,711	Nil	Nil	823,711	
1,942	Nil	20,485	Nil	293,936	5,413	Nil	296,101	Bombay, Baroda and Central India.
1,342	Nil	20,713	Nil	294,148	4,490	Nil	295,944	
Nil	Nil	46,297	Nil	280,030	Nil	Nil	280,030	Eastern Bengal.
Nil	Nil	59,618	Nil	353,052	Nil	Nil	353,052	
770	731	172,794	Nil	1,418,242	1,043	731	1,419,989	East Indian.
858	872	170,577	Nil	1,492,353	1,203	872	1,494,420	
Nil	1,786	103,653	Nil	826,105	92	14,307	852,155	Great Indian Peninsula.
Nil	1,690	103,842	Nil	900,827	98	8,270	915,903	
Nil	662	15,103	Nil	273,720	10	679	274,957	Madras and Southern Mahratta.
21	624	15,680	Nil	279,588	31	642	280,766	
18	Nil	5,306	Nil	87,199	263	Nil	87,304	Nizam's State.
19	Nil	3,522	Nil	94,505	260	Nil	94,609	
5	4,779	115,448	Nil	913,051	5	37,273	980,824	North Western.
Nil	5,038	111,755	54	961,662	Nil	39,239	1,033,074	
Nil	16	1,700	Nil	92,647	142	18	92,737	South Indian.
Nil	Nil	1,446	Nil	95,280	180	..	95,352	
2,735	7,974	586,521	Nil	4,922,406	6,968	53,008	5,021,573	Total 5' 6" Gauge.
2,240	8,224	599,452	54	5,295,126	6,262	49,023	5,386,831	
3' 3½" GAUGE.								
Nil	96	15,431	Nil	105,031	Nil	96	105,206	Assam Bengal.
Nil	176	16,120	Nil	116,125	Nil	176	116,445	
Nil	Nil	52,787	Nil	235,498	Nil	Nil	235,498	Bengal and North Western.
Nil	Nil	54,923	Nil	249,603	Nil	Nil	249,603	
155	Nil	16,417	Nil	224,029	3,162	Nil	225,293	Bombay, Baroda and Central India.
169	Nil	16,614	Nil	238,743	3,260	Nil	240,047	
10,673	Nil	12,069	Nil	185,199	22,339	Nil	194,134	Burma.
6,161	Nil	11,688	Nil	195,811	16,173	Nil	202,281	

1 ton of coal.

1 ton of coal.

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27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	FUEL CONSUMED BY LOCOMOTIVES (TONS).					FUEL CONSUMED FOR PUMPING ENGINES	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—concd.								
Eastern Bengal	1933-34	Nil	107,489	Nil	Nil	107,489	Nil	22,701
	1934-35	Nil	120,514	Nil	Nil	120,514	Nil	27,108
Jodhpur	1933-34	Nil	40,460	215	Nil	40,546	Nil	3,235
	1934-35	Nil	43,988	233	Nil	44,081	Nil	3,458
Madras and Southern Mahratta	1933-34	Nil	182,087	Nil	10	182,105	Nil	10,883
	1934-35	Nil	173,512	Nil	10	173,530	Nil	11,266
Nizam's State	1933-34	Nil	51,254	143	Nil	51,311	Nil	2,251
	1934-35	Nil	53,745	127	Nil	53,796	Nil	2,149
Rohilkund and Kumaon	1933-34	Nil	34,309	Nil	Nil	34,309	Nil	6,664
	1934-35	Nil	36,574	Nil	Nil	36,574	Nil	7,120
South Indian	1933-34	Nil	162,720	267	1	162,829	Nil	23,536
	1934-35	Nil	160,460	366	..	160,607	Nil	22,450
Total 3' 3½" Gauge 2' 6" AND 2' 0" GAUGES.	1933-34	Nil	1,235,878	15,298	11	1,242,016	Nil	161,468
	1934-35	Nil	1,292,583	13,829	10	1,298,133	Nil	170,043
Bengal Nagpur	1933-34	Nil	57,739	Nil	Nil	57,739	Nil	8,783
	1934-35	Nil	58,054	Nil	Nil	58,054	Nil	8,913
Bombay, Baroda and Central India.	1933-34	Nil	7,238	166	Nil	7,304	Nil	138
	1934-35	Nil	7,364	130	Nil	7,416	Nil	183
Eastern Bengal	1933-34	Nil	1,480	Nil	Nil	1,480	Nil	166
	1934-35	Nil	1,576	Nil	Nil	1,576	Nil	158
Great Indian Peninsula	1933-34	Nil	12,876	Nil	Nil	12,876	Nil	863
	1934-35	Nil	12,642	Nil	Nil	12,642	Nil	777
North-Western	1933-34	Nil	36,007	Nil	Nil	36,007	Nil	3,923
	1934-35	Nil	36,066	Nil	Nil	36,066	Nil	3,976
South Indian	1933-34	Nil	2,199	9	..	2,203	Nil	3
	1934-35	Nil	2,117	5	..	2,119	Nil	14
Total 2' 6" & 2' 0" Gauges	1933-34	Nil	117,539	175	Nil	117,609	Nil	13,896
	1934-35	Nil	117,819	135	Nil	117,873	Nil	14,021
TOTAL CLASS I RAILWAYS	1933-34	Nil	5,704,897	19,706	45,045	5,794,677	Nil	746,290
	1934-35	Nil	6,121,991	17,986	40,809	6,203,385	54	767,601

* 2½ tons of wood =
0.55 ton of oil fuel =

during the years 1933-34 and 1934-35—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	
								18
Nil	Nil	22,701	Nil	130,190	Nil	Nil	130,190	3' 3½" GAUGE—concl'd. Eastern Bengal.
Nil	Nil	27,108	Nil	147,622	Nil	Nil	147,622	
Nil	Nil	3,235	Nil	43,695	215	Nil	43,781	Jodhpur.
Nil	Nil	3,458	Nil	47,446	233	Nil	47,539	
Nil	621	12,012	Nil	192,970	Nil	631	194,117	Madras and Southern Mahratta.
Nil	707	12,551	Nil	184,778	Nil	717	186,081	
15	Nil	2,257	Nil	53,505	158	Nil	53,568	Nizam's State.
15	Nil	2,155	Nil	55,894	142	Nil	55,951	
Nil	Nil	6,664	Nil	40,973	Nil	Nil	40,973	Rohilkund and Kumaon.
Nil	Nil	7,120	Nil	43,694	Nil	Nil	43,694	
Nil	748	24,896	Nil	186,256	267	749	187,725	South Indian.
Nil	818	23,937	Nil	182,910	366	818	184,544	
10,843	1,465	168,469	Nil	1,397,346	26,141	1,476	1,410,485	Total 3' 3½" Gauge.
6,345	1,701	175,674	Nil	1,462,626	20,174	1,711	1,473,807	
Nil	Nil	8,783	Nil	66,522	Nil	Nil	66,522	2' 6" AND 2' 0" GAUGES. Bengal Nagpur.
Nil	Nil	8,913	Nil	66,967	Nil	Nil	66,967	
Nil	Nil	138	Nil	7,376	166	Nil	7,442	Bombay, Baroda and Central India.
Nil	Nil	183	Nil	7,547	130	Nil	7,599	
Nil	Nil	166	Nil	1,646	Nil	Nil	1,646	Eastern Bengal.
Nil	Nil	158	Nil	1,734	Nil	Nil	1,734	
Nil	25	928	Nil	13,759	Nil	25	13,804	Great Indian Peninsula.
Nil	15	804	Nil	13,419	Nil	15	13,446	
Nil	Nil	3,923	Nil	39,930	Nil	Nil	39,930	North Western.
Nil	Nil	3,976	Nil	40,042	Nil	Nil	40,042	
Nil	Nil	3	Nil	2,202	9	..	2,206	South Indian.
Nil	Nil	14	Nil	2,131	5	..	2,133	
Nil	25	13,941	Nil	131,435	175	25	131,550	Total 2' 6" & 2' 0" Gauges.
Nil	15	14,048	Nil	131,840	135	15	131,921	
13,578	9,464	768,931	Nil	6,451,187	33,284	54,509	6,563,608	TOTAL CLASS I RAILWAYS.
8,585	9,940	789,174	54	6,889,592	26,571	50,749	6,992,559	

1 ton of coal.
1 ton of coal.

27 (a). Statement of Coal consumed on *Class I Railways* during the years 1933-34 and 1934-35
—contd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5' 6" GAUGE.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	1933-34	Nil	3.16	Nil	Nil	Nil	6.68	Nil	Nil
	1934-35	Nil	2.89	Nil	Nil	Nil	5.41	Nil	Nil
Bombay, Baroda and Central India	1933-34	Nil	4.45	4.00	Nil	Nil	15.1	4.94	Nil
	1934-35	Nil	3.82	4.03	Nil	Nil	14.0	6.06	Nil
Eastern Bengal	1933-34	Nil	3.06	Nil	Nil	Nil	7.88	Nil	Nil
	1934-35	Nil	2.41	Nil	Nil	Nil	6.45	Nil	Nil
East Indian	1933-34	Nil	3.72	11.8	99.8	Nil	7.05	12.0	100.8
	1934-35	Nil	3.24	11.4	102.8	Nil	6.55	11.5	103.8
Great Indian Peninsula	1933-34	Nil	4.49	4.75	41.4	Nil	11.1	5.40	42.7
	1934-35	Nil	3.96	5.30	42.1	Nil	10.2	5.02	43.7
Madras and Southern Mahratta	1933-34	Nil	4.93	Nil	51.6	Nil	13.9	Nil	53.4
	1934-35	Nil	4.97	Nil	44.5	Nil	12.8	Nil	46.1
Nizam's State	1933-34	Nil	5.64	6.00	Nil	Nil	7.01	7.03	Nil
	1934-35	Nil	4.47	6.00	Nil	Nil	5.87	7.02	Nil
North Western	1933-34	Nil	3.72	2.25	34.0	Nil	16.7	2.25	40.9
	1934-35	20.0	3.37	Nil	34.0	20.0	17.2	Nil	39.6
South Indian	1933-34	Nil	4.24	5.08	65.4	Nil	17.7	5.08	69.4
	1934-35	Nil	3.68	4.01	(b) 212.7	Nil	17.4	4.01	(b) 212.7
3' 3½" GAUGE.									
Assam Bengal	1933-34	Nil	6.12	Nil	70.0	Nil	13.0	Nil	78.8
	1934-35	Nil	3.79	Nil	38.5	Nil	11.6	Nil	41.6
Bengal and North Western	1933-34	Nil	3.74	Nil	Nil	Nil	10.4	Nil	Nil
	1934-35	Nil	3.36	Nil	Nil	Nil	9.94	Nil	Nil
Bombay, Baroda and Central India	1933-34	Nil	4.19	4.40	Nil	Nil	15.4	4.94	Nil
	1934-35	Nil	4.34	4.40	Nil	Nil	14.9	4.94	Nil
Burma	1933-34	Nil	3.41	3.50	Nil	Nil	16.9	5.18	Nil
	1934-35	Nil	3.42	3.25	Nil	Nil	16.3	4.81	Nil

(b) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1933-34 and 1934-35
—concl'd.

Railway.	Year.	AVERAGE COST PER TON (AT PIT'S MOUTH OR STATION OF SUPPLY).				AVERAGE COST PER TON INCLUDING FREIGHT, BOTH SEA AND RAIL.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" GAUGE—concl'd.									
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	1933-34	Nil	3.06	Nil	Nil	Nil	9.60	Nil	Nil
	1934-35	Nil	2.41	Nil	Nil	Nil	8.72	Nil	Nil
Jodhpur	1933-34	Nil	3.35	5.00	Nil	Nil	16.1	5.00	Nil
	1934-35	Nil	3.10	5.00	Nil	Nil	15.8	5.00	Nil
Madras and Southern Mahratta	1933-34	Nil	6.79	Nil	51.8	Nil	14.9	Nil	53.8
	1934-35	Nil	7.85	Nil	44.7	Nil	14.5	Nil	40.6
Nizam's State	1933-34	Nil	5.64	6.00	Nil	Nil	9.30	7.03	Nil
	1934-35	Nil	4.47	6.00	Nil	Nil	8.23	7.02	Nil
Rohilkund and Kumaon	1933-34	Nil	3.89	Nil	Nil	Nil	12.6	Nil	Nil
	1934-35	Nil	3.50	Nil	Nil	Nil	12.3	Nil	Nil
South Indian	1933-34	Nil	4.24	5.08	56.8	Nil	17.4	5.08	59.4
	1934-35	Nil	3.68	4.01	47.2	Nil	17.0	4.01	48.1
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1933-34	Nil	4.65	Nil	Nil	Nil	6.46	Nil	Nil
	1934-35	Nil	4.03	Nil	Nil	Nil	5.78	Nil	Nil
Bombay, Baroda and Central India	1933-34	Nil	4.45	4.00	Nil	Nil	17.1	4.14	Nil
	1934-35	Nil	3.76	3.61	Nil	Nil	16.0	3.61	Nil
Eastern Bengal	1933-34	Nil	3.06	Nil	Nil	Nil	7.89	Nil	Nil
	1934-35	Nil	2.41	Nil	Nil	Nil	7.20	Nil	Nil
Great Indian Peninsula	1933-34	Nil	4.28	Nil	41.0	Nil	9.87	Nil	45.1
	1934-35	Nil	4.15	Nil	42.3	Nil	9.32	Nil	46.4
North Western	1933-34	Nil	3.72	2.25	Nil	Nil	17.5	2.25	Nil
	1934-35	Nil	3.37	Nil	Nil	Nil	18.8	Nil	Nil
South Indian	1933-34	Nil	4.24	5.08	(b)138.1	Nil	16.2	5.08	(b)138.1
	1934-35	Nil	3.68	4.01	(b)212.7	Nil	15.6	4.01	(b)212.7

(b) This rate represents the rate of Kerosene oil.

27 (b).—Statement of Coal† Consumption on Class I Railways for the years 1933-34 and 1934-35.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	† Total tons used on all Locomotive services.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur . . .	1933-34	200,673	189.8	338,004	147.9	69,475	57.9	19,503	631,741	30,896	31,427	43,412	105,735
	1934-35	212,087	191.0	397,024	151.7	76,883	60.2	20,269	711,312	31,112	32,904	45,381	112,309
Bombay, Baroda and Central India.	1933-34	137,280	176.3	98,450	112.4	32,464	70.3	7,422	275,616	8,483	3,780	8,222	20,485
	1934-35	136,461	179.1	100,935	112.0	30,588	71.3	7,247	275,231	9,731	4,207	6,775	20,713
Eastern Bengal . . .	1933-34	132,777	174.5	54,434	113.9	25,766	46.1	13,244	233,733	4,064	12,240	29,984	46,297
	1934-35	168,267	193.4	64,767	122.8	27,822	50.2	22,595	293,534	4,011	14,122	40,485	59,518
East Indian . . .	1933-34	478,672	159.0	586,657	106.5	133,306	56.2	45,905	1,247,195	49,414	57,022	66,358	172,794
	1934-35	494,766	158.5	633,057	106.3	144,976	56.8	49,013	1,323,843	46,753	59,010	64,814	170,577
Great Indian Peninsula . .	1933-34	301,904	165.4	353,372	160.5	68,818	77.4	21,222	748,502	27,036	55,289	21,278	103,653
	1934-35	318,389	170.1	390,085	166.5	77,662	81.0	22,567	812,061	29,800	56,238	17,708	103,842
Madras and Southern Maharastra.	1933-34	131,760	181.7	93,483	126.3	21,628	71.9	9,101	259,854	4,067	1,203	9,833	15,103
	1934-35	135,907	179.6	93,030	125.3	22,228	73.5	9,354	265,086	4,053	1,135	9,592	15,680
Nizam's State . . .	1933-34	42,970	175.2	28,679	161.2	5,687	*71.4	4,662	81,998	2,301	Nil	3,005	5,306
	1934-35	43,507	190.5	37,204	158.4	5,968	72.4	4,408	91,087	2,740	Nil	782	3,522
North Western . . .	1933-34	430,915	154.9	276,102	123.9	120,357	78.8	31,730	865,376	22,131	17,942	75,375	115,448
	1934-35	453,996	156.8	312,938	129.9	116,250	81.4	32,013	921,319	20,276	15,033	76,446	111,755
South Indian . . .	1933-34	61,525	161.0	21,031	120.2	5,128	49.5	3,353	91,037	1,152	29	519	1,700
	1934-35	60,460	153.5	25,074	120.1	5,049	45.5	3,323	93,906	600	Nil	846	1,446
Total 5' 6" Gauge . . .	1933-34	1,918,476	165.9	1,850,212	126.3	482,659	64.2	156,145	4,435,052	149,594	175,941	257,986	586,521
	1934-35	2,023,840	168.5	2,054,714	129.0	507,425	66.3	170,780	4,787,370	153,682	182,640	262,021	599,452
3' 3½" GAUGE.													
Assam Bengal . . .	1933-34	65,772	159.3	6,955	148.3	10,957	41.7	4,891	89,775	2,812	6,754	5,865	15,431
	1934-35	69,716	161.2	11,038	151.2	13,143	43.6	5,084	100,325	3,046	5,709	7,365	16,120
Bengal and North Western .	1933-34	104,795	171.8	52,038	130.4	12,907	22.5	10,075	182,711	9,286	5,179	38,322	52,787
	1934-35	102,235	167.2	62,324	133.8	13,810	22.2	13,356	194,680	9,035	5,362	40,526	51,923
Bombay, Baroda and Central India.	1933-34	115,868	189.0	67,203	133.4	19,125	40.2	6,061	208,876	6,514	5,923	3,980	16,417
	1934-35	123,116	189.1	74,477	139.4	19,377	39.1	5,945	223,433	6,035	6,351	4,228	16,614
Burma . . .	1933-34	96,554	174.1	58,705	138.0	18,683	33.4	8,123	182,065	6,233	Nil	5,836	12,069
	1934-35	97,729	183.4	65,472	134.3	19,468	33.3	7,924	190,593	6,255	Nil	5,433	11,688

* Revised figure.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tone of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1933-34 and 1934-35—
concl'd.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods, and proportion of Mixed.	Shunting including siding all services.		Depart- mental.	†	Fuel consumed for other than Loco- motive purposes.				
		Total tons consumed.	Lbs. con- sumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. con- sumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per en- gine mile.	Total tons consumed.		Total tons used on all Locomotive services.	Water pumping Stations.	Electric generat- ing Stations.	Miscel- laneous purposes.	Total (columns 11+12 +13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
3' 3½" GAUGE—concl'd.														
Eastern Bengal . . .	1933-34	64,575	174.4	31,093	136.4	12,406	42.3	2,233	107,469	3,459	Nil	19,242	22,701	
	1934-35	68,526	174.9	34,399	140.7	14,083	43.7	3,330	120,614	3,015	Nil	23,193	27,108	
Jodhpur . . .	1933-34	27,311	156.5	8,504	149.9	2,847	24.9	1,672	40,546	1,409	Nil	1,826	3,235	
	1934-35	26,060	143.7	12,507	139.1	2,456	24.4	1,669	44,081	1,458	Nil	2,000	3,458	
Madras and Southern Mahratta.	1933-34	88,468	177.3	73,141	176.1	13,777	38.1	5,041	182,105	4,059	1,129	6,824	12,012	
	1934-35	83,563	172.1	70,164	171.9	12,814	36.9	4,891	173,530	3,951	1,285	7,315	12,551	
Nizam's State . . .	1933-34	29,906	299.2	14,366	189.4	3,514	75.8	3,471	51,311	1,243	Nil	1,014	2,257	
	1934-35	30,796	305.4	16,496	187.4	3,775	86.6	2,716	53,796	1,352	Nil	803	2,155	
Rohilkund and Kumaon . . .	1933-34	25,300	191.2	4,147	148.3	2,958	24.5	1,904	34,309	2,357	1,747	2,560	6,664	
	1934-35	25,214	189.6	5,176	152.9	2,915	22.1	3,269	36,574	2,487	1,892	2,741	7,120	
South Indian . . .	1933-34	115,823	181.9	32,949	122.7	7,557	36.8	6,500	162,829	4,196	15,250	5,450	24,896	
	1934-35	113,377	174.0	33,012	112.5	6,976	34.2	7,242	160,607	3,100	15,517	5,320	23,937	
Total 3' 3½" Gauge . . .	1933-34	724,372	180.6	349,101	143.2	104,731	34.8	49,971	1,242,016	41,568	35,982	90,919	168,469	
	1934-35	730,332	179.1	385,155	142.4	108,817	34.7	55,426	1,298,133	40,634	36,116	98,024	175,674	
2' 6" AND 2' 0" GAUGES.														
Bengal-Nagpur . . .	1933-34	36,104	368.6	13,980	333.8	5,566		1,688	57,739	5,920	249	2,614	8,783	
	1934-35	36,893	362.4	13,295	330.3	5,854		1,564	58,054	5,958	200	2,755	8,913	
Bombay, Baroda and Central India.	1933-34	5,752	510.1	37	401.9	Nil		Nil	7,304	47	Nil	91	138	
	1934-35	7,208	490.0	96	401.6	Nil		Nil	7,416	93	Nil	90	183	
Eastern Bengal . . .	1933-34	1,424	524.0	Nil	619.4	Nil		1	1,480	Nil	Nil	166	166	
	1934-35	1,514	528.0	Nil	619.8	Nil		9	1,576	Nil	Nil	158	158	
Great Indian Peninsula . . .	1933-34	11,905	497.2	1	497.7	589		381	12,876	918	Nil	10	928	
	1934-35	11,564	478.5	Nil	498.5	578		476	12,642	798	Nil	6	804	
North-Western . . .	1933-34	18,399	410.0	12,956	502.0	3,231		1,260	36,007	1,261	Nil	2,662	3,923	
	1934-35	20,264	453.4	11,658	469.7	2,739		1,095	36,066	1,169	Nil	2,807	3,976	
South Indian . . .	1933-34	2,200	287.5	Nil	231.2	Nil		3	2,203	Nil	Nil	3	3	
	1934-35	2,099	273.9	Nil	214.4	Nil		20	2,119	9	Nil	5	14	
Total 2' 6" & 2' 0" Gauges	1933-34	75,784	399.5	26,974	404.3	9,386		3,333	117,609	8,146	249	5,546	13,941	
	1934-35	9,542	403.2	25,049	390.6	9,171		3,164	117,873	8,027	200	5,821	14,048	
TOTAL CLASS I RAILWAYS	1933-34	2,718,632	171.5	2,226,287	131.1	596,776		209,449	5,791,677	199,308	215,172	554,451	768,93	
	1934-35	2,833,714	173.1	2,461,918	132.9	625,413		229,379	6,203,385	202,543	218,965	567,666	789,174	

* Coal includes oil fuel @ 0.55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

28.—Statement of Efficiency of Class 1 Railways for the years 1933-34 and 1934-35.

Railway.	Year.	GOODS AND PROPORTION OF MIXED.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal Nagpur	1933-34	442	189	1,782	4,232	10,029
	1934-35	466	189	1,830	4,314	9,912
Bombay, Baroda and Central India	1933-34	636	241	2,061	5,152	10,467
	1934-35	654	247	2,191	5,359	10,965
Eastern Bengal	1933-34	361	152	1,069	3,355	8,179
	1934-35	389	145	1,024	3,798	8,212
East Indian	1933-34	759	247	2,333	5,351	11,230
	1934-35	756	240	2,292	5,347	10,960
Great Indian Peninsula	1933-34	701	244	2,071	5,105	10,688
	1934-35	705	249	2,113	5,239	10,899
Madras and Southern Mahratta	1933-34	696	223	1,679	4,600	9,106
	1934-35	702	222	1,722	4,686	9,289
Nizam's State	1933-34	674	170	1,586	4,103	7,613
	1934-35	709	199	1,798	4,613	8,697
North Western	1933-34	727	234	1,663	4,578	8,145
	1934-35	698	230	1,708	4,586	8,236
South Indian	1933-34	353	126	921	2,761	6,772
	1934-35	358	127	961	2,855	6,758
Average for 5' 6" gauge	1933-34	637	224	1,927	4,764	9,937
	1934-35	641	222	1,946	4,840	9,949
3' 3½" GAUGE.						
Assam Bengal	1933-34	415	144	685	1,940	3,370
	1934-35	425	150	732	1,967	3,612
Bengal and North Western	1933-34	329	146	802	1,813	4,023
	1934-35	341	141	754	1,852	3,882
Bombay, Baroda and Central India	1933-34	692	232	1,124	2,644	4,942
	1934-35	703	238	1,193	2,724	5,143
Burma	1933-34	720	197	1,163	2,901	4,749
	1934-35	730	208	1,223	3,018	4,636
Eastern Bengal	1933-34	544	218	829	2,481	4,541
	1934-35	487	201	831	2,399	4,482
Jodhpur	1933-34	629	196	700	1,948	3,765
	1934-35	672	187	729	1,896	3,935
Madras and Southern Mahratta	1933-34	623	167	802	2,265	3,248
	1934-35	630	168	804	2,303	3,367
Nizam's State	1933-34	734	162	961	2,524	4,253
	1934-35	810	186	1,064	2,771	4,368
Rohilkund and Kumaon	1933-34	294	107	672	1,575	3,028
	1934-35	291	102	651	1,612	2,907
South Indian	1933-34	599	160	693	2,012	3,891
	1934-35	588	166	720	2,104	4,196
Average for 3' 3½" gauge	1933-34	531	177	877	2,256	4,296
	1934-35	533	177	891	2,290	4,181
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	1933-34	324	124	329	1,159	1,750
	1934-35	329	124	320	1,137	1,708
Bombay, Baroda and Central India	1933-34	306	81	205	667	952
	1934-35	243	95	247	635	929
Eastern Bengal	1933-34	961	40	32	181	402
	1934-35	902	32	29	186	390
Great Indian Peninsula	1933-34	434	99	214	1,044	955
	1934-35	456	101	218	1,062	994
North Western	1933-34	459	84	195	876	821
	1934-35	456	84	188	870	814
South Indian	1933-34	339	110	240	862	1,130
	1934-35	647	108	248	868	1,204

**29.—STATEMENT OF PRINCIPAL COMMODITIES
CARRIED BY CLASS I RAILWAYS AND THE
EARNINGS THEREFROM FOR 1934-35 (IN
HUNDREDS).**

29.—Statement of Principal Commodities carried by Class I

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.			Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earn- ings.			
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" GAUGE.												
Bengal Nagpur . .	4,973,2	5,474,2	1,29,26,7	1,187,7	1,263,3	41,70,8	6,160,9	6,737,5	1,70,97,5	3	5	9,0
Bombay, Baroda and Central India.	7	744,0	35,56,7	..	21,5	2,31,3	7	765,5	37,88,0	25,1	25,2	4,65,3
Eastern Bengal . .	4,9	1,140,9	26,20,7	..	141,6	5,99,3	4,9	1,282,5	32,20,0	10,1	10,1	21,0
East Indian . .	8,067,5	8,829,1	3,82,62,2	2,185,5	2,552,9	1,62,75,9	10,233,0	11,382,0	5,45,38,1	1,8	11,1	2,39,6
Great Indian Peninsula	706,8	1,486,3	55,68,6	69,2	353,0	15,80,3	776,0	1,839,3	71,48,9	34,8	35,6	5,26,7
Madras and Southern Maharatta.	63,4	187,6	8,18,2	Nil	191,5	12,67,0	63,4	370,1	20,85,2	11,1	11,6	2,31,6
Nizam's State . .	311,1	335,7	15,98,1	268,6	268,6	7,70,0	579,7	604,3	23,68,1	2	1,2	17,7
North Western . .	75,5	1,114,3	31,46,2	1,0	1,0	5	76,5	1,115,3	31,46,7	35,6	36,0	8,06,2
South Indian . .	12,4	17,0	2,35,9	Nil	Nil	1	12,4	17,0	2,36,0	4	9	33,4
Total . .	14,215,5	19,329,1		3,712,0	4,793,4		17,927,5	24,122,5		119,4	132,2	
3' 3½" GAUGE.												
Assam Bengal . .	29,2	113,8	3,45,3	1,1	7,6	20,2	30,3	121,4	3,65,5	2,5	10,8	98,4
Bengal and North West- ern.	7,1	413,1	12,77,4	1	6	9	7,2	413,7	12,78,3	2	2	1,9
Bombay, Baroda and Central India.	6	258,5	*	..	73,5	*	6	332,0	*	5	8,8	*
Burma . .	44,7	44,7	5,08,5	Nil	Nil	Nil	44,7	44,7	5,08,5	15,7	15,7	2,50,2
Eastern Bengal . .	8	249,8	*	..	119,6	*	8	369,4	*	1	4	*
Jodhpur . .	5	19,3	53,5	..	..	..	5	19,3	53,5	..	3,5	50,5
Madras and Southern Maharatta.	23,2	52,3	*	13,6	55,8	*	36,8	108,1	*	4,3	8,6	*
Nizam's State . .	Nil	25,2	*	Nil	33,6	*	Nil	58,8	*	1	6	*
Rohilkund and Kumaon	4	28,8	23,7	..	..	..	4	28,8	23,7	1	2	1,0
South Indian . .	81,3	81,7	*	1	1	*	81,4	81,8	*	2,6	2,6	*
Total . .	187,8	1,287,2		14,9	290,8		202,7	1,578,0		26,1	51,4	
2' 6" AND 2' 0" GAUGES.												
Bengal Nagpur . .	43,2	72,2	*	9	1,1	*	44,1	73,3	*	..	1	*
Bombay, Baroda and Central India.	..	6,8	*	..	..	*	..	6,8	*	..	2	*
Eastern Bengal . .	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	15,4	*	..	..	*	..	15,4	*	7	7	*
North Western . .	58,9	72,4	*	Nil	Nil	Nil	58,9	72,4	*	1	4	*
South Indian . .	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Total . .	102,1	166,8		9	1,1		103,0	167,9		8	1,4	
Total, 1934-35 . .	14,505,4	20,783,1	7,09,41,7	3,727,8	5,085,3	2,49,16,3	18,233,2	25,868,4	9,58,58,0	146,3	185,0	27,52,5
Total 1933-34	13,265,9	19,064,4	6,53,80,2	3,383,7	4,709,8	2,28,03,5	16,649,6	23,774,2	8,81,83,7	182,0	235,5	36,89,5
Increase . .	1,239,5	1,718,7	55,61,5	344,1	375,5	21,12,8	1,583,6	2,094,2	76,74,3	..	..	..
Decrease . .	..	..	..	..	..	..	..	..	..	35,7	50,5	9,37,0

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. (In hundreds.)

Fuel—contd.			II.—Heavy Merchandise.							
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			Railway.	
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.		
11	15	16	17	18	19	20	21	22		23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.		5' 6" GAUGE.
179,0	186,2	5,56,6	81,5	87,5	5,21,0	399,9	416,9	42,28,4	Bengal Nagpur.	
110,8	153,1	5,50,5	6,9	7,8	43,8	66,0	80,4	13,22,0	Bombay, Baroda and Central India.	
7,3	37,5	38,6	50,9	78,7	3,93,8	253,0	277,0	19,01,5	Eastern Bengal.	
100,0	119,7	2,59,4	91,3	96,8	3,22,7	386,7	467,9	39,41,9	East Indian.	
143,8	149,6	2,96,9	4,3	6,2	52,3	136,2	267,5	23,04,7	Great Indian Peninsula.	
54,4	69,6	4,63,1	30,6	36,4	2,70,7	229,3	276,0	46,61,7	Madras and Southern Mahratta.	
60,8	60,8	2,09,4	1,5	1,6	15,1	58,1	73,1	8,19,2	Nizam's State.	
440,0	442,1	12,62,3	23,3	23,6	1,30,6	203,4	245,3	23,99,1	North Western.	
30,3	35,4	3,94,5	43,0	125,2	16,49,3	77,7	145,5	22,37,6	South Indian.	
1,126,4	1,254,0		333,3	466,8		1,820,3	2,249,6		Total.	
3' 3½" GAUGE.										
1,2	1,3	3,0	50,5	53,2	2,72,0	282,5	296,0	20,06,8	Assam Bengal.	
101,8	102,3	1,70,6	33,9	46,5	2,12,7	146,7	404,6	19,82,3	Bengal and North Western.	
60,2	72,2	*	1	1,0	*	1,4	68,4	*	Bombay, Baroda and Central India.	
70,1	70,1	2,40,7	341,6	341,6	16,84,7	996,1	996,1	77,39,1	Burma.	
1,9	2,0	*	40,3	41,5	*	67,6	218,3	*	Eastern Bengal.	
13,5	14,9	23,4	2,1	2,2	11,2	14,5	21,6	1,52,3	Jodhpur.	
77,8	77,9	*	33,6	40,5	*	103,0	211,7	*	Madras and Southern Mahratta.	
8,0	8,0	*	1,4	1,5	*	12,7	23,5	*	Nizam's State.	
184,0	184,0	3,67,2	10,1	10,1	52,1	5,8	8,1	34,2	Rohilkund and Kumaon.	
63,8	66,7	*	194,5	202,0	*	237,9	259,9	*	South Indian.	
582,3	599,4		703,1	740,1		1,868,2	2,513,2		Total.	
2' 6" AND 2' 0" GAUGES.										
26,5	26,6	*	7,5	8,7	*	28,8	43,0	*	Bengal-Nagpur.	
26,3	27,1	*	7	7	*	1,2	7,2	*	Bombay, Baroda and Central India.	
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	1	9,4	*	Great Indian Peninsula.
8	7,7	*	3	6	*	26,9	31,9	*	North Western.	
5,0	5,1	*	6	8	*	1	6,6	*	South Indian.	
58,6	66,5		9,1	10,8		57,1	98,1		Total.	
1,767,3	1,919,9	48,36,2	1,050,5	1,217,7	56,32,0	3,745,6	4,860,9	3,62,30,8	Total, 1934-35	
1,633,0	1,801,1	46,41,9	968,6	1,131,5	48,54,8	3,388,1	4,379,8	3,40,53,3	Total, 1933-34.	
134,3	118,8	1,94,3	81,9	86,2	7,77,2	357,5	481,1	21,77,5	Increase.	
..	..	..	..	..	..	..	..	..	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer

Railway	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
	25	26	27	28	29	30	31	32	33
24	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5' 6" GAUGE.									
Bengal Nagpur	74.7	109.9	13,09.4	38.2	51.7	7,34.0	3	4	3.2
Bombay, Baroda and Central India	49.9	119.8	28,43.1	31.2	108.9	24,08.4	10.6	50.7	11,77.5
Eastern Bengal	26.1	34.7	4,17.6	..	..	..	..	..	..
East Indian	221.1	377.5	36,03.1	145.0	321.5	30,88.4	17.6	23.0	1,39.5
Great Indian Peninsula	255.0	423.6	52,19.3	206.0	239.1	24,69.7	107.7	121.9	11,43.5
Madras and Southern Mahratta . .	42.3	172.1	20,07.1	6.9	15.7	5,09.6	9.7	12.6	4,09.6
Nizam's State	24.0	170.7	12,87.9	1.2	2 1.3	3,21.2	11.4	18.9	2,33.6
North Western	450.5	525.2	48,71.9	946.6	1,018.8	1,01,82.4	41.7	53.5	5,57.1
South Indian	35.0	62.1	14,26.6	3.8	6.7	97.5	4.9	7.7	80.6
Total	1,178.6	1,995.6		1,378.9	1,783.7		212.9	288.7	
3' 3½" GAUGE.									
Assam Bengal	4.7	16.0	1,12.8	1.4	4.9	28.0	..	..	1
Bengal and North Western . . .	84.3	104.8	6,23.8	56.1	66.3	4,69.7	†	†	†
Bombay, Baroda and Central India	129.1	179.5	*	55.5	146.6	*	29.1	50.6	*
Burma	58.0	58.0	6,84.6	9.8	9.8	1,22.0	3.3	3.3	51.0
Eastern Bengal	15.0	49.3	*	..	..	..	..	..	..
Jodhpur	2.6	59.0	4,88.5	65.7	87.8	4,57.6	3.4	4.7	20.7
Madras and Southern Mahratta . .	21.4	108.5	*	15.0	34.9	*	15.9	52.6	"
Nizam's State	25.3	71.3	*	8.3	19.5	*	14.7	15.2	*
Rohilkund and Kumaon	12.9	22.3	86.9	19.3	22.7	89.7	7.7	8.2	18.7
South Indian	150.5	158.5	*	6.2	7.3	*	4.8	5.0	*
Total	503.8	827.2		237.3	399.8		78.9	130.6	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	23.1	28.6	*	18.7	21.8	*	2	2	*
Bombay, Baroda and Central India	2.7	4.4	*	9	3.1	*	5	2.5	*
Eastern Bengal . . . . .	..	..	*	..	..	..	..	..	..
Great Indian Peninsula	2.7	4.3	*	1	2.4	*	4	7	*
North Western	16.4	16.0	*	19.7	27.9	*	5.0	5.2	*
South Indian	2.8	5.4	*	1	1	*	1.6	1.6	*
Total	41.7	58.7		39.5	55.3		7.7	10.2	
Total, 1934-35	1,724.1	2,881.5	2,49,82.6	1,655.7	2,238.8	2,09,78.2	299.5	438.5	38,44.1
Total, 1933-34	1,567.1	2,341.3	2,02,07.8	1,652.0	2,166.4	1,84,67.4	348.9	527.8	44,17.1
Increase	157.0	540.2	47,74.8	3.7	72.4	25,10.8	..	..	..
Decrease	..	..	..	..	..	..	49.4	89.3	5,73.0

* Shown under

† In these totals consignments passing over two or more

† Not recorded.

Railways and the earnings therefrom for the year 1934-35 (In hundreds)—contd.

chandise—contd.

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
5,6	7,7	77,8	65,0	69,1	2,01,3	85,0	117,7	14,13,2	Bengal Nagpur.
9,3	37,7	9,11,6	270,9	288,3	17,46,9	178,1	200,7	41,99,5	Bombay, Baroda and Central India.
10,8	17,1	1,80,8	2,2	25,8	57,7	69,5	74,9	7,94,9	Eastern Bengal.
95,0	118,9	8,78,8	491,6	591,6	12,47,4	167,3	265,6	19,99,0	East Indian.
20,0	28,3	2,48,0	202,3	311,9	12,64,4	101,6	238,8	29,25,2	Great Indian Peninsula.
25,9	32,0	4,11,2	45,5	48,6	4,99,9	44,2	51,3	9,38,8	Madras and Southern Mahratta.
2,1	4,4	51,8	90,9	91,3	3,77,6	1,5	38,3	4,83,3	Nizam's State.
92,9	114,3	7,65,5	615,4	638,0	12,67,3	165,5	190,9	17,95,6	North Western.
7,5	12,1	1,62,6	6,7	8,5	3,67,0	7,8	43,7	10,72,3	South Indian.
269,1	372,5		1,790,5	2,073,1		820,5	1,221,9		Total.
									3' 3½" GAUGE.
9	1,0	3,7	96,8	97,1	3,15,1	32,1	35,2	2,42,5	Assam Bengal.
115,9	130,2	7,31,5	5,8	10,8	46,3	9,1	148,3	9,78,9	Bengal and North Western.
35,1	54,3	*	164,3	253,9	*	234,9	291,8	*	Bombay, Baroda and Central India.
11,5	11,5	1,31,6	246,0	246,0	4,70,4	35,0	35,0	4,86,9	Burma.
7,6	21,7	*	2,2	6,1	*	2,6	58,0	*	Eastern Bengal.
2,1	25,9	2,02,0	110,9	123,3	3,62,8	28,5	29,2	1,32,3	Jodhpur.
14,5	26,3	"	44,7	52,4	*	10,5	68,0	*	Madras and Southern Mahratta.
1,2	2,7	*	2	10,1	*	1	20,2	*	Nizam's State.
9,2	9,8	30,6	8,9	9,6	17,6	4	27,2	1,68,7	Rohilkund and Kumaon.
11,9	15,9	*	149,0	149,7	*	125,1	126,2	*	South Indian.
209,9	299,3		837,8	959,0		478,3	839,1		Total.
									2' 6" AND 2' 0" GAUGES.
1,4	1,9	*	2,3	3,7	*	1,5	23,2	*	Bengal Nagpur.
9	1,8	*	1,1	5,4	*	..	2,7	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	2	*	5,7	7,3	*	1	3,9	*	Great Indian Peninsula.
3,1	3,9	*	2,5	5,0	*	3,0	5,8	*	North Western.
2,5	2,8	*	N	3	*	Nil	3,3	*	South Indian.
7,9	10,6		11,6	21,7		4,6	38,9		Total.
486,9	682,4	47,87,5	2,639,9	3,053,8	82,41,7	1,303,4	2,099,9	1,76,31,1	Total, 1934-35.
478,1	664,5	45,15,8	2,292,0	2,667,7	73,10,0	1,404,0	2,279,9	1,88,76,0	Total, 1933-34.
8,8	17,9	2,71,7	347,9	386,1	9,31,7	..	..	..	Increase.
..	..	..	..	..	..	100,6	180,0	12,44,9	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	45	46	47	48	49	50	51	52	53
44									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	6,1	34,1	4,34,0	86,4	98,9	5,93,6	2,625,1	2,697,4	71,64,0
Bombay, Baroda and Central India	12,7	33,6	15,75,5	87,2	196,8	12,09,7	1	15,9	90,5
Eastern Bengal	7,5	14,1	2,62,5	24,3	42,3	3,07,7	..	..	..
East Indian	133,3	277,0	26,69,2	164,4	240,5	11,38,2	2	2,4	13,9
Great Indian Peninsula	71,1	142,7	24,44,8	116,3	153,7	8,50,0	2,6	46,3	3,57,0
Madras and Southern Mahratta	14,0	27,6	5,26,5	12,5	48,8	7,60,4	Nil	9,1	6,45,2
Nizam's State	5	7,6	1,56,9	27,9	31,2	3,27,8	Nil	Nil	Nil
North Western	97,2	231,9	35,73,9	191,5	246,4	9,86,7	3	6,2	91,2
South Indian	5,6	11,8	2,92,3	61,0	65,6	8,00,1	6,2	6,2	14,7
Total	348,0	780,4		771,5	1,124,2		2,634,5	2,783,5	
3' 3½" GAUGE.									
Assam Bengal	2,3	8,6	57,8	9,3	10,3	52,1	..	..	..
Bengal and North-Western	286,0	287,6	28,31,1	75,4	82,2	4,38,8	†	†	†
Bombay, Baroda and Central India	15,8	115,3	*	4,6	112,1	*	6	8	*
Burma	11,6	11,6	2,01,9	176,4	176,4	8,56,7	108,9	108,9	11,37,1
Eastern Bengal	4,4	28,7	*	29,7	37,2	*	..	..	..
Jodhpur	4	13,3	1,08,8	1,0	6,9	38,9	..	..	..
Madras and Southern Mahratta	12,5	27,0	*	38,0	62,7	*	155,0	155,0	*
Nizam's State	6	7,0	*	1,9	8,8	*	Nil	Nil	Nil
Robilkund and Kumaon	89,0	89,9	5,46,9	109,5	109,7	4,32,2	..	..
South Indian	23,8	25,4	*	39,5	48,1	*	Nil	Nil	Nil
Total	446,4	614,4		485,3	654,4		264,5	264,7	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	5	6,4	*	32,3	33,0	*	66,3	66,3	
Bombay, Baroda and Central India	8	2,2	*	53,3	57,1	*	15,5	15,5	*
Eastern Bengal . . . . .	..	..	*	..	..	*	..	..
Great Indian Peninsula	2	3,4	*	1,8	2,9	*	..	..	*
North Western	1	7,4	*	1,3	2,7	*	5,8	5,8	*
South Indian	Nil	1	*	3	5	*	Nil	Nil	Nil
Total	1,6	19,5		89,0	96,2		87,6	87,6	
Total, 1934-35	796,0	1,414,3	1,56,82,1	1,345,8	1,874,8	87,92,9	2,986,6	3,135,8	95,13,6
Total, 1933-34	844,9	1,461,6	1,66,73,8	1,225,4	1,700,5	79,21,5	2,235,2	2,365,9	64,22,0
Increase . . . . .	..	..	..	120,4	174,3	8,71,4	751,4	769,9	30,91,6
Decrease	48,9	47,3	9,91,7	..	..	..	..	..	..

* Shown under

† In these totals consignments passing over two or more

† Not recorded

Railways and the earnings therefrom for the year 1934-35 (In hundreds)—contd.

chandise—contd.

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
54	55	56	57	58	59	60	61	62	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	
66,7	86,3	9,82,8	8	6,8	2,20,6	5,0	5,0	2,00,4	5' 6" GAUGE.
91,4	174,9	27,34,1	106,5	224,7	69,46,4	10,1	10,2	4,00,8	Bengal Nagpur.
7,4	22,3	3,40,7	3	1,2	14,4	9,8	43,2	7,66,7	Bombay, Baroda and Central India.
212,1	381,9	38,25,2	13,7	42,3	9,34,2	Nil	3,2	1,50,2	Eastern Bengal.
272,6	499,4	60,03,0	156,7	267,4	89,09,5	27,4	27,6	8,48,9	East Indian.
153,9	337,7	66,38,2	25,6	38,4	15,85,8	20,6	20,6	8,46,6	Great Indian Peninsula.
82,9	122,3	15,31,4	2,1	10,7	7,77,9	Nil	5,9	1,56,8	Madras and Southern Mahratta.
380,0	424,9	40,63,5	277,4	317,7	1,16,56,6	29,0	29,1	19,16,1	Nizam's State.
22,5	64,5	18,01,3	21,1	23,2	5,12,5	3,4	5,1	3,80,5	North Western.
1,289,5	2,114,2		604,2	932,4		105,3	149,9		South Indian.
									Total.
14,5	15,5	98,8	5	5	3,3	51,9	52,0	7,71,7	3' 3 3/4" GAUGE.
130,4	137,3	7,97,4	†	†	†	1,3	8,2	1,97,9	Assam Bengal.
85,4	212,4	*	71,0	132,1	*	5	2,2	*	Bengal and North Western.
35,0	35,0	3,57,5	5,6	5,6	1,06,4	2,0	2,0	71,3	Bombay, Baroda and Central India.
36,3	47,4	*	3	3	*	..	39,4	*	Burma.
62,8	68,2	6,04,8	35,3	42,7	4,49,6	..	2,3	99,0	Eastern Bengal.
252,0	317,8	*	52,1	62,7	*	9,5	9,5	*	Jodhpur.
130,9	134,5	*	38,3	38,7	*	3	5	*	Madras and Southern Mahratta.
13,6	14,1	69,2	2	1,1	3,8	..	2,0	29,3	Nizam's State.
166,6	200,9	*	20,7	29,1	*	12,9	12,9	*	Rohilkund and Kumaon.
927,5	1,183,1		224,0	312,8		78,4	131,0		South Indian.
									Total.
16,8	18,8	*	6	8	*	..	5	*	2' 6" AND 2' 0" GAUGES.
14,5	17,0	*	16,8	17,0	*	..	..	*	Bengal Nagpur.
..	..	*	..	..	*	..	..	*	Bombay, Baroda and Central India.
11,6	12,0	*	30,1	30,4	*	..	..	*	Eastern Bengal.
7,3	7,8	*	Nil	Nil	Nil	Nil	2	*	Great Indian Peninsula.
4,2	4,6	*	Nil	Nil	Nil	Nil	1	*	North Western.
54,4	60,2		47,5	48,2		..	8		South Indian.
2,271,4	3,357,5	2,98,47,9	875,7	1,293,4	3,21,21,0	183,7	281,7	68,30,2	Total.
2,573,3	3,717,5	3,63,52,2	858,9	1,264,5	3,37,38,0	167,6	243,3	61,82,5	Total, 1934-35.
..	..	..	16,8	28,9	..	16,1	38,4	6,53,7	Total, 1933-34.
301,9	360,0	65,04,3	..	..	16,17,0	..	..	..	Increase.
									Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

Railway.	II. Heavy Merchandise—concl'd.								
	(15) Kerosino oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	65	66	67	68	69	70	71	72	73
64									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,2	28,1	5,95,5	..	..	2	3,565,5	3,817,5	1,86,79,4
Bombay, Baroda and Central India	11,4	11,4	2,76,4	1	2	46,3	951,4	1,562,0	2,79,32,5
Eastern Bengal	91,3	91,8	4,57,3	2	4,2	21,0	561,3	730,3	59,16,6
East India	8	40,8	12,74,6	13,0	13,1	1,27,9	2,153,1	3,273,0	2,53,54,2
Great Indian Peninsula	35,7	36,0	8,55,2	3,4	3,5	25,2	1,718,9	2,813,9	3,50,20,7
Madras and Southern Mahratta .	34,0	34,1	6,62,8	Nil	Nil	Nil	695,0	1,161,0	2,13,74,1
Nizam's State	Nil	4,1	77,0	Nil	6	17,0	304,1	602,0	66,34,5
North Western	14,7	14,8	5,70,9	6,8	7,0	37,8	3,541,2	4,087,6	4,53,66,2
South Indian	9,4	11,3	4,83,5	Nil	Nil	Nil	315,6	602,2	1,13,78,4
Total	225,5	284,4		23,5	28,6		13,806,1	18,649,5	
3' 3½" GAUGE.									
Assam Bengal	28,1	20,9	3,58,8	..	..	..	575,5	620,2	43,23,5
Bengal and North Western . . .	15,7	58,7	5,80,8	35,9	37,4	1,91,8	996,5	1,522,9	1,00,83,0
Bombay, Baroda and Central India	1	4,7	*	1,1	4,3	*	828,6	1,630,0	*
Burma	5	5	4,7	Nil	Nil	Nil	2,041,3	2,041,3	1,41,05,9
Eastern Bengal . . . . .	..	19,2	*	..	..	*	206,0	567,1	*
Jodhpur . . . . .	..	1,1	28,8	..	..	..	338,3	488,2	31,66,3
Madras and Southern Mahratta .	16,9	17,0	*	Nil	Nil	Nil	794,6	1,246,6	*
Nizam's State	8	2,2	*	9	1,1	*	237,6	361,8	*
Rohilkund and Kumaon . . . .	..	2	1,1	..	..	..	286,6	335,0	15,81,0
South Indian	32,3	32,7	*	Nil	Nil	Nil	1,175,7	1,273,6	*
Total	94,4	166,2		37,9	42,8		7,480,7	10,086,7	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur . . . . .	..	3,9	*	..	..	*	200,0	260,8	*
Bombay, Baroda and Central India	..	..	*	..	..	*	108,9	136,6	*
Eastern Bengal . . . . .	..	..	*	..	..	*	..	..	*
Great Indian Peninsula . . . .	..	..	*	..	..	*	52,8	76,9	*
North Western	Nil	Nil	Nil	Nil	Nil	Nil	85,4	120,2	*
South Indian	Nil	1	*	Nil	Nil	Nil	12,2	26,3	*
Total . . . . .	..	4,0		..	..		459,3	620,8	
Total, 1934-35	319,9	454,6	62,27,4	61,4	71,4	4,67,2	21,746,1	29,357,0	23,18,16,3
Total, 1933-34	320,0	439,6	59,72,5	45,1	52,0	3,73,2	20,369,2	27,403,8	22,63,37,0
Increase . . . . .	..	15,0	2,54,9	16,3	19,4	94,0	1,376,9	1,953,2	54,78,4
Decrease	1	..	..	..	..	..	..	..	..

* Shown under
† In these totals consignments passing over two or more
† Not recorded

Railways and the earnings therefrom for the year 1934-35. (In hundreds)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
2	5	9,5	19,2	84,6	17,46,1	54,3	65,5	3,02,3	Bengal Nagpur.
4,8	6,3	2,82,4	115,1	125,3	74,56,5	143,0	155,7	10,37,4	Bombay, Baroda and Central India.
6	1,3	15,9	21,4	23,2	5,79,3	26,0	37,7	1,54,9	Eastern Bengal.
9,4	10,4	1,53,7	79,4	104,7	21,35,3	155,9	184,9	7,06,2	East Indian.
4,9	6,2	81,4	124,1	187,0	45,40,0	143,8	171,5	9,96,1	Great Indian Peninsula.
2,1	3,4	1,96,8	28,6	61,2	16,85,2	21,5	53,9	5,18,3	Madras and Southern Mahratta.
1,3	1,4	26,6	2,3	16,0	4,26,5	8,7	12,8	1,15,0	Nizam's State.
76,1	76,9	6,55,1	63,0	110,8	30,57,1	110,1	163,6	7,55,0	North Western.
15,0	18,0	3,25,8	22,2	31,2	9,93,8	10,8	16,4	2,34,6	South Indian.
114,4	124,4		475,3	744,0		674,1	862,0		Total.
2,8	2,9	43,4	1,9	8,8	99,4	8,5	9,2	32,8	3' 3½" GAUGE.
†	†	†	26,6	55,2	10,04,8	32,4	33,0	1,59,5	Assam Bengal.
14,2	18,2	*	78,7	119,9	*	16,8	26,9	*	Bengal and North Western.
11,2	11,2	71,0	19,1	19,1	4,87,5	93,7	93,7	4,89,2	Bombay, Baroda and Central India.
3	5	*	1,3	15,7	*	13,5	18,7	*	Burma.
36,2	36,4	2,48,8	1,3	13,0	1,97,5	4,9	7,7	41,7	Eastern Bengal.
13,5	15,3	*	19,2	37,4	*	57,7	72,6	*	Jodhpur.
7	7	*	3,8	8,4	*	7,2	7,4	*	Madras and Southern Mahratta.
2	5	3,2	3,0	11,8	98,1	4,6	5,0	21,4	Nizam's State.
13,2	18,6	*	36,2	43,4	*	25,2	28,8	*	Rohilkund and Kumaon.
92,3	104,3		191,1	332,7		264,5	303,0		South Indian.
2	2	*	2,5	7,7	*	3,4	4,4	*	Total.
1,1	2,1	*	1	9	*	7	1,0	*	2' 6" AND 2' 0" GAUGES.
..	..	*	..	1	*	..	..	*	Bengal Nagpur.
2	2	*	1,0	3,2	*	2,4	7,2	*	Bombay, Baroda and Central India.
Nil	1	*	1	3,5	*	1,6	3,5	*	Eastern Bengal.
1	1	*	Nil	3	*	6	6	*	Great Indian Peninsula.
1,6	2,7		3,7	15,7		8,7	16,7		North Western.
208,3	231,4	21,13,6	670,1	1,092,4	2,45,07,1	947,3	1,181,7	55,64,4	outh Indian.
205,5	229,9	20,24,0	631,2	1,027,8	2,38,01,8	872,6	1,101,1	51,42,2	Total.
2,8	1,5	89,6	38,0	64,6	7,05,3	74,7	80,6	4,22,2	Total, 1934-35.
..	..	..	..	..	..	..	..	..	Total, 1933-34.
..	..	..	..	..	..	..	..	..	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5' 6" gauge.
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	85	86	87	88	89	90	91	92	93
84									
5' 6" GAUGE.									
	Tons	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	16,6	43,0	6,41,4	3,8	19,1	2,47,2	8,4	29,9	3,07,4
Bombay, Baroda and Central India	24,3	40,4	8,84,1	5,3	55,9	25,34,3	..	..	..
Eastern Bengal	53,6	85,9	7,88,9	8,4	13,0	3,27,7	352,7	753,8	1,09,40,6
East Indian	694,9	757,2	18,01,3	191,5	211,9	10,29,5	21,4	54,7	3,53,3
Great Indian Peninsula	76,2	107,7	11,49,8	27,9	118,4	13,75,6	..	..	..
Madras and Southern Mahratta	62,7	100,1	12,28,2	36,1	49,3	10,28,2	..	..	..
Nizam's State	1,8	9,8	1,70,5	7	6,2	1,49,7	Nil	1	6
North Western	150,0	288,1	16,82,7	142,6	205,3	19,98,5	1	4	4,9
South Indian	55,9	64,7	11,04,4	8,2	10,5	3,19,6	..	..	..
Total	1,136,0	1,496,9		424,5	689,6		382,6	838,9	
3' 3½" GAUGE.									
Assam Bengal	21,0	25,9	1,70,3	3,7	11,7	62,2	159,9	167,8	8,37,7
Bengal and North Western	1,664,9	1,708,5	21,67,7	107,9	115,4	8,57,8	†	†	†
Bombay, Baroda and Central India	55,4	68,7	*	6,0	177,5	*	..	..	..
Burma	211,8	211,8	13,13,2	28,4	28,4	3,59,0	Nil	Nil	Nil
Eastern Bengal	68,4	119,2	*	4,7	40,5	*	452,8	476,5	*
Jodhpur	2,0	6,3	39,8	5	15,0	1,42,8	..	..	..
Madras and Southern Mahratta	34,5	42,2	*	63,9	74,4	*	..	..	..
Nizam's State	2,9	5,2	*	0,4	10,1	*	Nil	Nil	Nil
Rohilkund and Kumaon	425,4	453,0	4,65,9	96,0	96,1	5,84,7	..	..	..
South Indian	102,6	124,4	*	21,6	25,8	*	..	..	*
Total	2,588,9	2,765,2		339,1	594,9		612,7	644,3	
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	1,2	2,9	*	7	3,1	*	..	..	*
Bombay, Baroda and Central India	5	1,3	*	4	2,5	*	..	..	..
Eastern Bengal . . . . .	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	8	*	7,1	9,4	*	..	..	..
North Western	19,3	20,7	*	5	4,4	*	Nil	Nil	Nil
South Indian	5	8	*	4	4	*	Nil	Nil	Nil
Total	21,7	26,5		9,1	19,8		..	..
Total, 1934-35	3,746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Total, 1933-34	2,710,6	3,142,1	1,27,52,2	777,4	1,349,4	1,17,53,1	991,3	1,523,4	1,29,37,1
Increase	1,036,0	1,146,5	8,56,0	..	..	..	4,0	..	..
Decrease . . . . .	..	..	..	4,7	45,1	1,36,3	..	40,2	4,92,2

* Shown under
† Not recorded

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. In hundreds)—contd.

Merchandise—contd.

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	† Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	† Total. 98	Earnings. 99	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
583,5	607,0	32,99,2	22,1	27,6	4,85,3	Bengal-Nagpur.
70,3	99,3	26,96,5	42,0	42,1	9,02,3	Bombay, Baroda and Central India.
33,1	88,1	7,94,7	77,0	79,3	8,35,7	Eastern Bengal.
197,8	455,8	53,82,6	11,4	65,9	11,12,1	East Indian.
109,2	240,8	32,06,7	56,4	57,3	12,48,6	Great Indian Peninsula.
50,5	114,2	16,37,3	36,0	37,2	7,25,2	Madras and Southern Mahratta.
4,3	28,3	3,83,8	1	5,1	1,10,1	Nizam's State.
125,5	203,9	37,33,6	57,6	57,8	13,19,8	North Western.
7,1	25,8	6,72,1	13,1	24,0	5,01,4	South Indian
1,181,3	1,863,2		316,3	396,3		Total.
						3' 3½" GAUGE.
10,5	29,9	3,65,9	84,5	88,1	11,44,8	Assam Bengal.
26,3	64,6	5,97,7	1,9	12,7	1,11,3	Bengal and North Western.
15,6	83,7	*	1,3	18,8	*	Bombay, Baroda and Central India.
27,9	27,9	3,52,6	25,0	25,0	3,22,4	Burma.
4,8	30,3	*	6,2	48,7	*	Eastern Bengal.
2,4	18,2	2,11,8	1	7,8	1,73,5	Jodhpur.
16,9	55,1	*	22,7	31,1	*	Madras and Southern Mahratta.
2,9	12,1	*	6	4,5	*	Nizam's State.
5,0	14,5	84,2	2,5	5,4	27,7	Rohilkund and Kumaon.
34,0	44,5	*	31,5	33,4	*	South Indian.
155,3	385,8		176,3	275,5		Total
						2' 6" AND 2' 0" GAUGES.
1,9	6,6	*	1,2	4,6	*	Bengal-Nagpur.
6	3,0	*	2	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
9	3,2	*	2,4	4,8	*	Great Indian Peninsula.
8	3,9	*	1	2,3	*	North Western.
2	5	*	1	1,3	*	South Indian.
4,4	17,3		4,0	15,5		Total.
1,341,0	2,266,3	2,34,18,8	496,6	687,3	90,20,2	Total, 1934-35.
1,302,1	2,075,0	2,21,26,3	473,5	655,8	86,04,0	Total, 1933-34.
38,9	191,3	12,92,5	23,1	31,5	4,16,2	Increase.
..	..	..	..	..	..	Decrease.

5' 6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
101	102	103	104	105	106	107
5' 6" GAUGE.						
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	3,0	48,9	12,5	37,1	8,01,7
Bombay, Baroda and Central India	4,2	4,3	1,46,1	38,6	42,5	11,50,2
Eastern Bengal	2,5	7,2	93,4	12,3	26,8	7,15,5
East Indian	3,0	16,2	4,00,2	25,8	52,5	9,32,3
Great Indian Peninsula	4,7	5,2	1,15,0	10,4	43,9	9,18,5
Madras and Southern Mahratta	3,1	3,3	1,28,5	37,5	56,8	12,95,4
Nizam's State	3	6	20,7	1,6	7,8	2,24,1
North Western	13,5	13,9	6,31,0	25,6	38,2	7,90,6
South Indian	3,1	4,4	1,53,5	17,1	19,6	4,43,2
Total	37,9	58,1		181,4	325,2	
3'3½" GAUGE.						
Assam Bengal	2,5	2,5	31,0	1,7	8,8	1,24,3
Bengal and North Western	7	7	8,3	31,6	33,7	4,72,5
Bombay, Baroda and Central India	3,3	4,4	*	9,4	26,0	*
Burma	5,3	5,3	1,23,7	15,8	15,8	1,97,4
Eastern Bengal	6	5,7	*	21,4	34,9	*
Jodhpur	2	1,1	37,0	6	4,7	73,6
Madras and Southern Mahratta	3,5	4,7	*	23,8	30,3	*
Nizam's State	Nil	6	*	2,5	4,2	*
Bohilkund and Kumaon	5	5	4,2	2,5	4,0	36,3
South Indian	5,0	5,3	*	9,8	16,8	*
Total	21,6	30,8		119,1	179,2	
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	4	8	*	1,6	5,2	*
Bombay, Baroda and Central India . . . . .	..	2	*	2	4	*
Eastern Bengal . . . . .	..	..	*	..	2	*
Great Indian Peninsula	1	2	*	..	6	*
North Western	5	1,3	*	1	1,2	*
South Indian	Nil	1	*	Nil	7	*
Total	1,0	2,6		1,9	8,3	
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,6
Total, 1933-34	58,7	87,4	17,11,8	288,0	478,1	75,91,4
Increase	1,8	4,1	3,19,7	14,4	34,6	5,84,2
Decrease . . . . .	—	..	..	..	..	..

* Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. (In hundreds)—contd.

Merchandise—*concd.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
76,0	132,7	22,07,4	20,5	21,2	75,3	819,7	1,071,2	1,01,71,8	Bengal-Nagpur.
82,3	119,2	30,93,1	24,5	32,8	1,78,7	554,4	723,8	2,03,61,6	Bombay, Baroda and Central India.
39,6	92,3	23,66,9	4,7	6,2	44,3	632,5	1,214,8	1,76,57,8	Eastern Bengal.
89,4	151,1	34,65,4	17,3	21,0	1,30,0	1,498,1	2,086,3	1,82,97,9	East Indian.
124,1	213,6	40,59,8	6,6	33,6	1,41,9	688,3	1,185,2	1,78,33,4	Great Indian Peninsula.
74,3	143,8	28,66,1	20,6	24,0	81,3	373,0	647,2	1,13,90,5	Madras and Southern Mahratta.
11,5	36,4	6,27,2	17,2	22,4	1,58,3	49,8	146,9	24,13,1	Nizam's State.
85,4	114,4	35,75,9	5,7	6,2	21,7	855,2	1,279,5	1,82,25,9	North Western.
87,1	122,8	29,84,2	11,4	23,8	2,42,0	251,0	361,2	79,74,9	South Indian.
669,7	1,126,3		128,5	191,2		5,722,0	8,716,1		Total.
									3' 3½" GAUGE.
88,9	105,8	18,86,9	6,1	10,7	1,13,4	401,0	472,1	49,12,0	Assam Bengal.
60,6	76,8	9,67,7	7,0	8,4	49,9	1,959,9	2,109,0	63,97,2	Bengal and North Western.
30,6	82,1	*	4,4	8,5	*	235,7	639,7	*	Bombay, Baroda and Central India.
87,5	87,5	20,03,6	1,7	1,7	7,0	527,4	527,4	57,26,6	Burma.
35,5	96,0	*	7	6,0	*	610,2	892,7	*	Eastern Bengal.
4,2	16,9	2,08,0	3	3	5	52,7	127,4	13,75,2	Jodhpur.
68,9	117,2	*	2,2	4,1	*	326,8	484,4	*	Madras and Southern Mahratta.
7,2	17,6	*	8,3	8,4	*	42,5	70,2	*	Nizam's State.
4,7	9,0	65,6	9	9	2,5	545,3	600,7	13,93,8	Rohilkund and Kumaon.
111,4	158,0	*	21,0	38,7	*	411,5	537,7	*	South Indian.
499,5	766,9		52,6	87,7		5,113,0	6,470,3		Total.
									2' 6" AND 2' 0" GAUGES.
8,0	16,4	*	3	6	*	21,1	52,5	*	Bengal-Nagpur.
3,3	6,1	*	4,7	4,8	*	11,8	24,8	*	Bombay, Baroda and Central India.
1,8	1,8	*	..	..	*	1,8	2,2	*	Eastern Bengal.
3	3,8	*	..	1,4	*	14,6	34,8	*	Great Indian Peninsula.
4,4	7,1	*	3	3	*	27,7	48,3	*	North Western.
8,0	9,2	*	6	6	*	10,5	14,6	*	South Indian.
25,8	44,4		5,9	7,7		87,8	177,2		Total.
1,195,0	1,937,6	3,03,77,8	187,0	286,6	12,52,8	10,922,8	15,363,6	14,41,31,7	Total, 1934-35.
1,081,7	1,812,4	2,73,80,0	142,3	228,8	10,65,9	9,534,9	13,711,2	13,68,89,8	Total, 1933-34
113,3	125,2	29,97,8	44,7	57,8	1,86,9	1,387,9	1,652,4	72,41,0	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

6" gauge.

gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	119	120	121	122	123	124	125	126	127
118									
5' 6" GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,357,6	1,547,9	91,75,5	5,742,8	6,436,6	3,80,26,7	8	2,6	36,1
Bombay, Baroda and Central India.	695,6	1,004,3	1,32,20,0	2,201,4	3,290,1	6,15,14,1	1,4	1,9	75,3
Eastern Bengal	266,7	419,5	26,75,3	1,460,5	2,364,6	2,62,49,7	4,6	6,7	32,4
East Indian	1,740,8	2,340,4	1,82,54,6	5,401,0	7,699,7	6,19,06,7	37,9	61,1	4,94,2
Great Indian Peninsula . .	1,595,0	1,862,0	1,60,98,6	4,002,2	5,861,1	6,08,52,7	32,3	60,3	6,13,1
Madras and Southern Mahratta	338,7	586,5	79,40,0	1,406,7	2,394,7	4,07,04,6	1,5	4,6	63,3
Nizam's State	51,9	127,9	17,84,2	405,8	876,8	1,08,31,8	2,3	12,0	74,6
North Western	1,035,7	1,287,8	2,03,05,2	5,432,1	6,654,9	8,38,97,3	200,4	230,5	11,97,0
South Indian	177,6	267,7	52,83,1	744,2	1,231,1	2,46,36,4	3	1,4	24,7
Total	7,268,6	9,444,0		26,796,7	36,809,6		281,5	381,1	
3' 3½" GAUGE.									
Assam Bengal	69,7	104,4	9,70,1	1,046,2	1,196,7	1,02,05,6	7	2,0	6,6
Bengal and North Western .	225,7	394,0	27,42,4	3,182,1	4,025,9	1,92,22,6	4,8	4,9	19,8
Bombay, Baroda and Central India.	170,8	488,8	*	1,235,1	2,758,5	*	4,4	9,8	*
Burma	414,2	414,2	42,23,4	2,982,9	2,982,9	2,40,55,9	7,9	7,9	39,9
Eastern Bengal	48,7	123,6	*	864,9	1,583,4	*	3	2,9	*
Jodhpur	56,6	104,4	9,61,6	447,6	720,0	55,03,1	..	4	5,6
Madras and Southern Mahratta	205,4	322,0	*	1,326,8	2,053,0	*	2,3	4,3	*
Nizam's State	32,9	55,4	*	313,0	496,4	*	1,4	3,5	*
Rohilkund and Kumaon . .	54,3	92,4	4,52,9	886,2	1,028,1	34,27,7	3,9	4,4	21,5
South Indian	243,0	319,8	*	1,830,2	2,131,1	*	3	1,2	*
Total	1,521,3	2,419,0		14,115,0	18,976,0		26,0	41,3	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	68,5	87,0	*	289,9	400,3	*	3	3	*
Bombay, Baroda and Central India.	11,8	18,5	*	132,5	179,9	*	..	..	*
Eastern Bengal	1	2	*	1,9	2,4	*	..	..	*
Great Indian Peninsula . .	2,7	9,9	*	70,1	121,6	*	..	.	*
North Western	34,4	74,3	*	147,5	242,8	*	6,7	21,9	*
South Indian	2,7	5,3	*	25,4	46,2	*	Nil	Nil	Nil
Total	120,2	195,2		667,3	993,2		7,0	22,2	
Total, 1934-35	8,910,1	12,058,2	10,40,86,9	41,579,0	56,778,8	48,00,34,9	314,5	444,6	27,0
Total, 1933-34	8,625,6	11,423,8	9,95,98,5	38,529,7	52,543,8	46,28,26,2	320,4	450,4	28,5
Increase	284,5	629,4	44,88,4	3,049,3	4,235,0	1,72,08,7	..	..	..
Decrease . . . . .	..	..	..	..	..	..	5,9	5,8	1,5

* Shown t

† In these totals consignments passing over two or

Railways and the earnings therefrom for the year 1934-35. (In hundreds)--contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account.			Railway.
						(1) Fuel.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
128	129	130	131	132	133	134	135	136	
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" GAUGE.
4,1	5,0	62,2	194,6	208,2	8,73,3	790,8	790,8	20,58,9	Bengal-Nagpur.
28,7	41,3	18,71,1	178,3	181,5	1,68,2	15,5	227,6	11,28,9	Bombay, Baroda and Central India.
2,4	2,5	53,3	249,3	252,7	2,79,1	2,5	283,4	7,56,8	Eastern Bengal.
22,4	36,9	14,54,4	1,270,5	1,282,9	15,10,5	1,607,2	1,607,2	53,09,6	East Indian.
20,3	22,2	3,86,9	380,0	406,2	4,94,6	561,2	847,8	31,86,4	Great Indian Peninsula.
5,4	5,8	1,85,0	76,4	120,4	3,15,7	2,0	356,2	15,81,2	Madras and Southern Mahratta.
1	3	17,4	25,5	31,4	59,7	142,9	143,0	3,25,1	Nizam's State.
31,8	32,1	4,80,9	1,827,4	1,829,2	9,46,3	35,0	1,075,1	44,84,3	North Western.
1,2	2,0	84,5	108,8	111,3	75,3	1,4	100,6	5,31,2	South Indian.
116,4	148,1		4,310,8	4,423,8		3,158,5	5,431,7		Total.
									3' 3½" GAUGE.
9	9	17,1	180,3	186,1	1,52,8	12,1	108,1	1,83,2	Assam Bengal.
4,6	6,4	85,5	47,3	61,3	1,38,2	51,9	276,7	5,60,2	Bengal and North Western.
19,6	24,8	*	18,0	27,0	*	7,5	218,8	*	Bombay, Baroda and Central India.
8,0	8,0	2,95,8	59,4	59,4	83,0	208,0	208,0	5,23,6	Burma.
5	2,1	*	72,3	83,4	*	5,3	113,4	*	Eastern Bengal.
7	8	9,9	101,6	114,9	96,0	2,6	49,9	1,26,8	Jodhpur.
3,0	3,5	*	18,7	34,0	*	154,0	158,9	*	Madras and Southern Mahratta.
6	6	*	14,9	15,9	*	1	35,6	*	Nizam's State.
2	5	4,8	61,9	64,4	1,47,5	41,4	41,4	14,0	Rohilkund and Kumaon.
2,0	2,4	*	152,2	156,1	*	120,6	175,9	*	South Indian.
40,1	50,0		726,6	802,5		603,5	1,386,7		Total.
									2' 6" AND 2' 0" GAUGES.
..	..	*	16,0	16,2	*	50,4	52,8	*	Bengal-Nagpur.
1	1	*	4	1,4	*	1,0	3,1	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
4	5	*	13,4	15,7	*	21,1	21,1	*	North Western.
Nil	Nil	Nil	Nil	Nil	Nil	1	1	*	South Indian.
5	6		29,8	33,3		72,6	77,1		Total.
157,0	198,7	50,08,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-35.
156,4	194,3	50,19,6	4,333,4	4,483,8	44,35,9	3,453,8	6,273,4	1,91,39,3	Total, 1933-34.
6	4,4	..	733,8	775,8	9,04,3	380,8	622,1	16,30,9	Increase.
..	..	10,8	..	..	..	..	..	..	Decrease.

5' 6" gauge
gauges or railways are considered as two or more separate consignments.

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1934-35. (In hundreds)—concl'd.

Railway.	IX.—Materials and Stores on Revenue Account—concl'd.						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.			Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.
	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.	Originat- ing on Home line whether local or Foreign.	† Total.	Earnings.			
138	139	140	141	142	143	144	145	146	147
5' 6" GAUGE.									
Bengal-Nagpur	Tons. 750,3	Tons. 753,9	Rs. 4,28,4	Tons. 1,541,1	Tons. 1,544,7	Rs. 21,87,3	Tons. 13,823,6	Tons. 15,121,3	Rs. 5,01,48,7
Bombay, Baroda and Central India	332,0	344,3	4,90,7	347,5	571,9	16,19,6	2,893,9	5,030,5	7,00,52,1
Eastern Bengal	1,088,8	1,113,0	9,32,4	1,091,3	1,397,3	16,89,2	2,830,4	5,353,0	3,15,83,3
East Indian	1,506,5	1,574,5	12,93,0	3,113,7	3,181,7	66,02,6	20,200,3	23,775,1	12,70,05,5
Great Indian Peninsula	855,6	855,6	5,78,3	1,416,8	1,703,4	37,61,7	6,806,2	10,077,7	8,30,81,5
Madras and Southern Mahratta	293,0	295,0	2,82,0	295,0	651,2	18,63,2	1,013,9	3,637,0	4,59,11,7
Nizam's State	71,8	72,5	92,0	214,7	215,5	4,17,1	1,269,1	1,802,3	1,39,95,8
North Western	1,169,0	1,203,2	10,63,5	1,201,0	2,278,3	55,47,8	9,247,8	12,618,4	9,72,84,5
South Indian	367,2	372,9	3,11,5	368,6	473,5	8,42,7	1,266,2	1,872,6	2,63,27,5
Total	6,434,2	6,595,8		9,592,7	12,017,5		60,271,4	79,288,8	
3' 3½" GAUGE.									
Assam Bengal	244,9	255,9	2,43,3	257,0	361,0	4,26,5	1,519,1	1,883,2	1,12,75,5
Bengal and North Western	302,6	323,0	3,72,0	354,5	599,7	9,32,2	3,702,5	5,214,4	2,18,49,1
Bombay, Baroda and Central India	167,1	177,2	*	174,6	306,0	*	1,513,0	3,629,1	*
Burma	777,0	777,9	5,11,4	985,0	985,9	10,35,0	4,174,6	4,174,6	2,65,09,0
Eastern Bengal	118,5	134,6	*	123,8	248,0	*	1,064,6	2,291,6	*
Jodhpur	130,8	142,6	57,1	142,4	192,5	1,83,9	706,3	1,066,3	59,25,9
Madras and Southern Mahratta	104,7	113,3	*	258,7	272,2	*	1,728,4	2,561,6	*
Nizam's State	71,8	72,4	*	71,9	108,0	*	409,9	691,8	*
Robilkund and Kumaon	70,2	70,2	35,3	120,6	120,6	40,3	1,257,3	1,431,0	40,42,7
South Indian	921,3	934,0	*	1,011,9	1,109,9	*	3,174,4	3,551,8	*
Total	2,927,8	3,010,1		3,531,3	4,396,8		19,250,1	26,495,4	
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	107,0	109,1	*	157,4	161,9	*	534,2	678,7	*
Bombay, Baroda and Central India	21,1	22,1	*	22,1	25,2	*	181,4	240,7	*
Eastern Bengal	1,2	1,3	*	1,2	1,3	*	3,1	3,7	*
Great Indian Peninsula	23,8	23,8	*	23,8	23,8	*	94,6	161,5	*
North Western	35,3	40,4	*	56,4	61,5	*	281,2	422,9	*
South Indian	1,9	2,3	*	2,0	2,4	*	32,4	53,7	*
Total	190,3	199,0		262,9	276,1		1,129,9	1,561,2	
Total, 1934-35	9,552,3	9,794,9	66,90,9	13,386,9	16,690,4	2,71,61,1	80,651,4	107,345,4	62,39,05,8
Total, 1933-34	7,693,1	7,892,0	58,75,3	11,146,9	14,165,4	2,50,14,6	72,951,4	97,648,5	59,66,70,2
Increase	1,859,2	1,902,9	8,15,6	2,240,0	2,525,0	21,46,5	7,700,0	9,696,9	2,73,25,6
Decrease . . . .	..	..	..	..	..	..	..	..	..

* Shown under 5' 6" gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

**30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I
RAILWAYS FOR THE YEAR 1934-35.**

H53CRAccts.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF								
	*A. I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A. I (2).—SUBORDINATE SUPERVISING STAFF.			*A. I (3).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percent of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	Rs. 8,49,721	Rs. 320·5	1·58	Rs. 6,13,366	Rs. 231·4	1·14	Rs. 6,08,229	Rs. 220·4	1·13
Bombay, Baroda and Central India	3,74,309	223·2	0·93	3,66,002	218·7	0·92	3,00,457	232·8	0·98
Eastern Bengal	2,59,295	188·1	0·87	2,01,122	148·0	0·69	2,70,045	106·3	0·91
East Indian	9,32,051	146·6	0·79	10,73,772	168·7	0·91	9,25,868	145·5	0·78
Great Indian Peninsula . .	9,45,617	204·2	1·03	7,84,128	169·3	0·86	7,82,432	168·9	0·86
Madras and Southern Mahratta	2,93,592	195·6	1·13	2,13,783	142·5	0·82	2,64,788	176·4	1·02
Nizam's State	1,13,071	191·1	1·62	85,733	144·9	1·23	74,291	125·6	1·09
North Western	10,76,095	134·0	0·90	13,24,802	164·9	1·11	8,77,614	109·2	0·73
South Indian	1,32,040	172·7	1·43	1,02,705	134·3	1·11	98,436	128·8	1·07
3' 3½" GAUGE.									
Assam-Bengal	2,81,337	321·8	2·47	1,47,486	168·7	1·08	1,49,868	171·4	1·10
Bengal and North Western .	†	†	†	†	†	†	†	†	†
Bombay, Baroda and Central India	3,00,304	186·9	1·10	2,07,233	185·0	1·09	3,07,673	191·5	1·12
Burma	3,90,560	211·1	1·36	3,91,488	211·6	1·37	3,09,551	167·3	1·09
Eastern Bengal	1,19,035	136·9	0·81	1,37,281	157·9	0·93	1,46,214	168·2	0·99
Jodhpur	83,688	127·0	1·51	36,610	55·5	0·66	44,897	68·1	0·80
Madras and Southern Mahratta	2,76,845	166·6	1·51	2,31,536	139·4	1·27	1,78,907	107·7	0·98
Nizam's State	93,079	206·8	1·87	66,060	146·8	1·32	56,146	129·2	1·17
Rohilkund and Kumaon . .	†	†	†	†	†	†	†	†	†
South Indian	3,86,113	224·2	1·71	3,03,800	176·4	1·34	2,92,685	169·9	1·29
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	75,112	127·2	1·05	91,025	154·1	2·36	57,031	96·6	1·48
Bombay, Baroda and Central India	..	..	..	10,522	78·2	1·38	8,143	60·6	1·07
Eastern Bengal	1,345	50·8	0·88	301	11·4	0·20	719	27·1	0·47
Great Indian Peninsula . .	4,392	29·0	0·99	7,610	50·2	1·71	4,547	30·0	1·02
North Western	1,06,982	185·4	1·66	1,06,898	185·3	1·66	85,025	147·4	1·32
South Indian	19,074	311·3	5·07	9,048	147·7	2·40	13,816	225·5	3·67

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Class I Railways for the year 1934-35.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—ADMINISTRATION— TOTAL.			A.II-1(a)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			†A. II-1 (b) AND A. II 3.—BRID- GES, TUNNELS AND CONSERVANCY OF RIVERS.			*A. II-1 (d).—SERVICE BUILDINGS, ORDINARY REPAIRS AND MAIN- TENANCE.			Railway.
Total amount.	† Per mile of track including sidings.	Percent- age of total working expenses under Abs- tracts A to G.	Total amount.	† Per mile of track including sidings.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings.	Percent- age of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	*Per equated track mile. 12		14	*Per equat- ed track mile. 15		17	*Per 100 lineal feet of opening per track. 18		20		22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" GAUGE.
21,39,232	*807.0	3.98	27,92,133	*1,053.3	5.20	*3,78,750	*206.2	0.71	5,40,495	10.9	1.01	B. N.
11,92,257	*711.0	2.98	17,99,304	*1,073.0	4.40	*1,17,829	*88.7	0.29	1,75,979	†	0.44	B. B. & C. I.
8,80,410	*638.5	2.97	12,32,879	*894.2	4.15	*76,238	*127.9	0.25	2,19,056	4.71	0.74	F. B.
34,34,003	*539.5	2.91	48,41,574	*760.7	4.10	*4,24,014	*98.7	0.36	*10,72,264	7.07	0.91	E. I.
26,49,228	*572.0	2.90	41,23,065	*890.2	4.51	*2,06,890	*89.6	0.23	3,96,770	3.24	0.43	G. I. P.
9,51,404	*633.9	3.66	13,00,698	*866.7	4.99	*1,03,039	*90.5	0.40	1,53,160	1.54	0.59	M. & S. M.
2,95,805	*500.0	4.25	5,66,048	*956.8	8.13	*33,531	*106.2	0.48	21,716	†	0.31	N. S.
41,00,656	*510.3	3.42	59,39,447	*739.2	4.96	*3,05,357	*79.2	0.26	6,67,445	3.96	0.56	N. W.
3,66,270	*479.1	3.97	4,05,808	*530.8	4.40	*73,954	*162.5	0.80	51,403	4.40	0.56	S. I.
												3' 3½" GAUGE.
5,93,989	*679.5 (e)	4.36	11,22,290	*1,283.8 (f)	8.24	*1,04,671	*128.7 (i)	0.77	1,20,291	†	0.95	A. B.
5,95,127	*224.5	3.77	17,82,960	*672.4	11.3	*2,20,308	*83.1	1.39	1,72,612	†	1.09	B. & N. W.
9,31,299	*579.7	3.40	13,99,209	*870.9	5.11	*46,843	*46.2	0.17	1,27,213	3.61	0.47	B. B. & C. I.
12,57,979	*680.0	4.41	21,20,623	*1,146.3	7.44	*1,85,999	*149.7	0.65	2,06,276	5.79	0.72	Burma.
4,61,693	*534.5	3.16	7,69,759	*885.4	5.24	*53,535	*90.5	0.36	72,705	4.88	0.50	E. B.
1,75,378	*266.1	3.15	4,14,926	*629.5	7.46	*11,392	*59.6	0.21	15,289	1.96	0.27	Jodhpur.
8,49,800	*511.5	4.65	19,26,907	*1,159.8	10.5	*86,839	*69.5	0.48	70,758	1.20	0.39	M. & S. M.
2,35,391	*523.0 (g)	4.72	4,86,788	*1,081.6 (h)	9.76	*20,260	*65.4	0.41	13,865	†	0.28	N. S.
1,04,941	*153.4	3.24	2,72,088	*397.6	8.41	*55,917	(j)*181.7	1.73	†	†	†	R. & K.
10,74,341	*623.8	4.75	11,83,174	*686.0	5.23	*95,895	*72.9	0.42	1,60,764	3.45	0.71	S. I.
												2' 6" & 2' 0" GAUGES.
2,27,224	*384.8	5.90	5,11,537	*860.2	13.3	*22,619	*48.2	0.59	30,226	7.92	0.78	B. N.
33,839	*251.6	4.43	1,15,375	*857.9	15.1	*1,314	†	0.17	2,757	†	0.36	B. B. & C. I.
2,959	*111.7	1.94	11,558	*549.4	9.55	*46	*10.1	0.03	1,802	10.00	1.18	E. B.
17,033	*112.3	3.83	87,650	*577.7	19.7	*2,281	*17.5	0.51	2,499	2.54	0.57	G. I. P.
3,11,108	*539.2	4.82	4,70,071	*831.8	7.44	*72,900	*136.5	1.13	44,843	7.02	0.70	N. W.
45,549	*743.4	12.1	40,924	*667.9	10.9	*583	*21.8	0.15	2,613	10.5	0.69	S. I.

† Information not available.

‡ Excludes expenditure on Provident Fund, bonus and gratuities.

* Includes expenditure on electric power stations and sub-stations.

¶ Includes expenditure on tunnels.

Per mile of line maintained.

	Rs.
(e)	281.7
(f)	844.0
(g)	183.9
(h)	476.7
(i)	104.3
(j)	98.0

Per train miles.

As.
1.11
3.33
0.96
2.48
0.41
0.51

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A. - MAINTENANCE OF

Railway.	TABLE A. - MAINTENANCE OF							
	*A. II 1 (f).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (g).—SIGNALS AND INTER-LOCKING—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (b), (c), (h), (i) (j) AND (k).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.	
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5' 6" GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	
Bengal Nagpur	8,06,887	9.35	1.61	3,57,055	58.2	0.66	11,20,180	2.09
Bombay, Baroda and Central India	1,75,627	‡	0.41	3,22,652	35.2	0.81	99,007	0.25
Eastern Bengal	2,91,820	5.81	0.98	4,10,001	70.0	1.41	2,39,824	0.81
East Indian	8,75,936	3.67	0.74	6,04,016	32.0	0.51	(a) 7,10,911	0.60
Great Indian Peninsula	5,92,437	5.09	0.65	5,06,695	38.5	0.55	8,66,961	0.95
Madras and Southern Mahratta	1,40,237	1.41	0.54	1,63,162	28.9	0.63	1,96,727	0.75
Nizam's State	48,268	‡	0.70	14,765	13.2	0.21	1,07,391	1.54
North Western	7,28,314	2.58	0.61	6,00,017	40.9	0.58	5,62,441	0.47
South Indian	54,817	4.37	0.60	31,520	14.0	0.34	1,04,375	1.13
3' 3½" GAUGE.								
Assam-Bengal	2,32,219	‡	1.70	52,678	78.9	0.39	1,48,304	1.09
Bengal and North Western	1,28,456	‡	0.81	‡	‡	‡	3,38,133	2.14
Bombay, Baroda and Central India	1,65,526	2.53	0.60	1,70,793	29.3	0.62	1,33,509	0.49
Burma	2,96,910	6.10	1.04	1,73,804	69.6	0.61	2,00,263	0.71
Eastern Bengal	1,13,412	5.26	0.77	7,819	2.38	0.05	1,36,397	0.93
Jodhpur	36,408	2.80	0.66	10,424	6.68	0.19	1,52,962	2.75
Madras and Southern Mahratta	83,307	1.42	0.46	1,13,733	28.6	0.62	1,60,259	0.88
Nizam's State	55,923	‡	1.12	9,407	11.4	0.19	96,040	1.92
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	(b) 71,543	2.21
South Indian	1,76,689	3.52	0.78	1,07,612	21.3	0.48	2,81,710	1.25
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	32,614	5.13	0.84	3,779	269.9	0.10	81,514	2.12
Bombay, Baroda and Central India	1,340	‡	0.17	169	1.76	0.02	780	0.10
Eastern Bengal	954	2.00	0.63	567	9.78	0.37	754	0.50
Great Indian Peninsula	2,277	1.44	0.51	439	2.17	0.10	18,727	4.21
North Western	54,610	3.62	0.85	3,126	6.24	0.05	51,821	0.80
South Indian	1,908	4.83	.61	2,281	91.2	0.61	4,389	1.17

(a) Represents expenditure on Station Machinery, shore connections at Ferries and Miscellaneous.
(b) Represents other structural works —A. II 1 (c) to (g) according to the form prior to 1931-32.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—contd.

*A. II 1—ALL ITEMS, TOTAL ORDINARY REPAIRS AND MAINTENANCE—EXCLUDING CREDITS.			*A. II 2—SPECIAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).		A. II—TOTAL REPAIRS AND MAINTENANCE (EXCLUDING CREDITS).			A IV.—TOTAL REPLACEMENT AND RENEWAL.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	APPROPRIATION TO DEPRECIATION RESERVE FUND.			
								Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	
33	34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" GAUGE.
60,55,500	2,284.3	11.3	1,36,829	0.25	61,92,329	*2,335.9	11.5	31,47,022	*1,187.1	5.86	B. N.
28,03,454	1,671.8	7.00	1,52,683	0.38	29,51,450	1,760.1	7.37	43,28,091	*2,581.0	10.8	B. B. & C. I.
24,79,718	1,798.5	8.34	3,52,183	1.19	38,25,030	*2,774.2	12.9	34,20,660	*2,480.9	11.5	E. B.
1,03,25,017	1,622.2	8.74	†	†	1,03,25,017	*1,622.2	8.74	1,24,31,510	*1,953.2	10.5	E. I.
66,92,818	1,445.0	7.32	9,29,158	1.02	76,21,976	*1,645.6	8.34	1,07,78,406	*2,327.1	11.8	G. I. P.
20,57,023	1,370.6	7.90	13,370	0.05	22,49,435	*1,498.8	8.64	22,33,593	*1,488.3	8.58	M. & S. M.
7,91,719	1,338.2	11.4	†	†	7,91,719	*1,338.2	11.4	5,87,164	*992.5	8.44	N. S.
88,93,021	1,106.8	7.42	4,35,926	0.36	1,09,98,626	*1,368.8	9.18	1,75,33,694	*2,182.2	14.6	N. W.
7,21,907	944.2	7.83	28,174	0.31	7,50,081	*981.1	8.14	11,53,615	*1,508.9	12.5	S. I.
											3' 3½" GAUGE.
17,89,453	2,047.0	13.1	3,61,628	2.66	24,15,464	*2,763.0	17.7	12,00,555	*1,373.3	8.82	A. B.
§34,395	§ (m)	§ 0.22	8,15,057	5.16	37,87,131	†1,428.3	24.0	**	**	**	B. & N. W.
20,43,093	1,271.7	7.46	3,49,449	1.28	23,92,542	1,489.3	8.74	14,80,161	*921.3	5.40	B. B. & C. I.
31,83,884	1,721.1	11.2	1,39,314	0.40	46,55,719	*2,516.7	16.3	31,94,530	*1,726.8	11.2	Burma.
11,53,627	1,326.9	7.85	1,95,286	1.33	14,29,945	*1,644.8	9.73	19,45,730	*2,238.0	13.2	E. B.
6,41,401	973.1	11.5	176	0.00	6,41,577	*973.4	11.5	4,25,110	*645.0	7.65	Jodhpur.
24,41,853	1,469.8	13.3	1,20,061	0.66	26,86,258	*1,616.9	14.7	9,58,579	*577.0	5.24	M. & S. M.
6,82,283	1,516.0	13.7	†	†	6,82,283	*1,516.0	13.7	2,96,749	*659.3	5.95	N. S.
§6,156	§ (n)	§ 0.19	†	†	4,66,056	†681.1	14.4	2,57,976	(h)†377.0	7.98	R. & K.
20,05,844	1,165.6	8.87	3,20,859	1.42	23,26,703	*1,350.9	10.3	11,06,189	*642.3	4.89	S. I.
											2' 6" AND 2' 0" GAUGES.
6,82,289	1,155.4	17.7	—698	—0.01	6,81,591	*1,154.2	17.7	2,21,189	*374.6	5.75	B. N.
1,29,771	965.0	17.0	7,804	1.02	1,57,911	1,174.2	20.7	13,041	*97.0	1.71	B. B. & C. I.
18,681	704.9	12.3	..	..	18,778	*708.6	12.3	21,667	*817.6	14.2	E. B.
1,13,873	750.5	25.6	—3,552	—0.80	1,10,321	*727.1	24.8	..	..	..	G. I. P.
7,07,271	1,225.8	11.0	82,112	1.27	8,31,829	*1,441.6	12.1	10,88,946	*1,887.3	16.9	N. W.
52,698	860.1	14.0	..	..	52,698	*860.1	14.0	21,629	*353.0	5.75	S. I.

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

‡ Information not available.

Per mile of line maintained.

Rs.

(m) 16.3

(n) 10.8

(e) 1,792.7

(g) 816.5

(h) 452.0

§ Represents equipment—A-II 2 according to the form prior to 1931-32

Per mile of track including sidings.

Rs.

13.0

8.99

..

..

..

Per train mile.

As.

0.06

0.05

7.08

4.23

2.35

** Included in the respective heads.

|| Includes expenditure incurred on Electric Power Stations & sub-stations.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—concl'd.			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—(Total Abstract A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a).	
	Total amount.	†Per mile of track including sidings.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
		*Per equated track mile.								
45	46	47	48	49	50	51	52	53	54	55
5' 6" GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur . . .	1,14,78,583	*4,330.0	21.4	13,95,917	1.32	0.17	1.81	2.60	16,22,525	1.53
Bombay, Baroda and Central India.	84,71,798	*5,052.1	21.2	5,67,970	1.17	0.15	1.44	1.42	8,63,996	1.78
Eastern Bengal . . .	81,26,100	*5,893.6	27.4	7,22,577	1.28	0.20	1.57	2.43	5,89,558	1.12
East Indian . . .	2,61,90,530	*4,114.9	22.2	31,73,793	1.32	0.15	1.72	2.69	37,31,364	1.56
Great Indian Peninsula .	2,10,49,610	*4,544.7	23.0	15,85,065	1.30	0.16	1.54	1.73	18,87,099	1.54
Madras and Southern Mahratta	(a) 54,34,432	*3,621.0	20.9	6,16,977	1.32	0.18	1.57	2.37	7,36,563	1.57
Nizam's State . . .	16,74,688	2,830.7	24.1	1,73,011	1.28	0.16	1.52	2.49	1,92,503	1.28
North Western . . .	(a) 3,26,32,976	*4,061.4	27.7	19,85,383	1.16	0.16	1.43	1.66	35,02,772	2.04
South Indian . . .	(a) 23,49,530	*3,073.1	25.5	2,40,628	1.02	0.10	1.19	2.61	3,46,442	1.46
3' 3½" GAUGE.										
Assam-Bengal . . .	42,10,008	*4,815.8	30.9	3,02,558	1.03	0.25	1.31	2.22	3,40,803	1.16
Bengal and North Western .	43,82,261	(f) †1,652.7	27.7	3,09,199	0.48	0.12	0.58	1.96	**	**
Bombay, Baroda and Central India.	48,04,002	2,990.3	17.5	9,17,662	1.52	0.34	1.85	3.35	8,18,125	1.35
Burma . . .	91,08,228	*4,923.5	31.9	8,25,000	1.45	0.33	1.78	2.89	6,67,393	1.18
Eastern Bengal . . .	38,40,368	*4,417.3	26.1	3,03,069	0.96	0.22	1.24	2.06	2,39,879	0.80
Jodhpur . . .	12,42,065	*1,884.5	22.3	1,23,279	0.86	0.21	1.10	2.22	1,66,623	1.16
Madras and Southern Mahratta	(a) 44,94,637	*2,705.4	24.6	4,84,579	0.92	0.24	1.09	2.65	5,28,748	1.01
Nizam's State . . .	12,14,423	*2,698.3	24.4	1,33,676	1.12	0.30	1.41	2.68	1,63,227	1.44
Rohilkund and Kumaon .	8,28,973	(i) †1,211.4	25.6	82,616	0.59	0.19	0.74	2.55	**	**
South Indian . . .	(a) 46,83,885	*2,719.4	20.7	5,80,877	0.93	0.28	1.06	2.57	7,19,232	1.16
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur . . .	11,30,004	*1,913.5	29.4	1,12,880	0.85	0.35	1.06	2.93	1,60,415	1.20
Bombay, Baroda and Central India.	2,04,791	*1,522.8	26.8	8,093	0.30	0.22	0.33	1.06	38,419	1.41
Eastern Bengal . . .	43,404	*1,637.9	28.5	732	0.16	0.11	0.10	0.48	3,833	0.48
Great Indian Peninsula .	1,27,354	*839.4	28.6	2,458	0.08	0.04	0.08	0.55	**	**
North Western . . .	(a) 22,31,883	*3,858.1	34.6	1,01,759	1.21	0.63	1.45	1.58	2,32,402	2.77
South Indian . . .	(a) 1,20,936	*1,973.8	32.1	10,737	1.05	0.63	1.11	2.85	16,286	1.59

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Per mile of line maintained.

(f) 2,074.4

(i) 1,452.4

Per mile of track including sidings.

..

..

Per train mile.

(f) 8.17

(i) 7.54

** Included under workshop repairs.

(a) Includes Provident Fund Bonus and Gratuity Figures taken under heads AI. and AII and credits on account of released materials in the case of North Western Railway only.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

RUNNING REPAIRS—[B. II.-1 (a)].			LOCOMOTIVES—(b) WORKSHOP REPAIRS [B. II.-1 (b)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
56	57	58	59	60	61	62	63	64
Rs.	As.		Rs.	As.	Rs.	As.		5' 6" GAUGE.
0.19	2.11	3.02	30,35,123	2.87	0.36	3.94	5.65	B. N.
0.22	2.19	2.16	14,10,296	2.91	0.37	3.58	3.52	B. B. & C. I.
0.16	1.28	1.98	11,43,464	2.08	0.32	2.48	3.85	E. B.
0.18	2.03	3.16	41,27,572	1.72	0.20	2.24	3.50	E. I.
0.20	1.84	2.06	27,44,835	2.24	0.29	2.67	3.00	G. I. P.
0.21	1.87	2.83	15,38,603	3.29	0.44	3.92	5.91	M. & S. M.
0.18	1.70	2.77	3,81,282	2.72	0.35	3.36	5.48	N. S.
0.28	2.53	2.92	28,53,800	1.66	0.23	2.06	2.38	N. W.
0.28	1.71	3.76	4,73,338	2.00	0.38	2.35	5.14	S. I.
								3' 3½" GAUGE
0.28	1.47	2.50	3,75,412	1.27	0.31	1.62	2.76	A. B.
**	**	**	†11,55,825	†1.60	†0.44	†2.15	†7.31	B. & N. W.
0.30	1.65	2.99	15,31,925	2.54	0.56	3.08	5.60	B. B. & C. I.
0.27	1.44	2.34	6,66,757	1.17	0.27	1.44	2.34	Burma.
0.18	0.99	1.63	4,44,257	1.44	0.32	1.82	3.02	E. B.
0.28	1.49	3.00	1,52,990	1.07	0.25	1.37	2.75	Jodhpur.
0.26	1.19	2.89	8,28,697	1.58	0.41	1.86	4.53	M. & S. M.
0.37	1.72	3.27	1,97,775	1.76	0.45	2.09	3.97	N. S.
**	**	**	†2,60,083	†1.88	†0.61	†2.36	†8.04	R. & K.
0.34	1.31	3.18	9,08,874	1.46	0.43	1.65	4.02	S. I.
								2' 6" & 2' 0" GAUGES.
0.50	1.51	4.17	2,17,900	1.63	0.67	2.05	5.66	B. N.
1.05	1.56	5.03	48,708	1.79	1.34	1.98	6.37	B. B. & C. I.
0.59	0.52	2.52	9,503	0.08	1.47	1.30	6.23	E. B.
**	**	**	\$47,801	\$1.47	\$0.85	\$1.59	\$10.7	G. I. P.
1.45	3.32	3.60	1,91,183	2.28	1.20	2.73	2.96	N. W.
0.95	1.08	4.33	14,715	1.44	0.86	1.52	3.91	S. I.

† Includes running Repairs and Renewals.

‡ Includes running Repairs.

§ Includes figures for Running Repairs and Sundry stores excluding oil and waste issues to Loco. Department.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
65	66	67	68	69	70	71	72	73
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	6,58,414	0·62	0·08	0·85	1·23	52,53,542	4·96	0·62
Bombay, Baroda and Central India	1,56,450	0·33	0·04	0·40	0·39	23,59,721	4·87	0·61
Eastern Bengal	2,19,464	0·32	0·06	0·47	0·74	19,45,434	3·52	0·54
East Indian	6,39,397	0·27	0·03	0·35	0·54	84,67,482	3·54	0·41
Great Indian Peninsula	3,49,297	0·29	0·04	0·34	0·38	50,05,312	4·08	0·53
Madras and Southern Mahratta	4,46,006	0·95	0·13	1·14	1·72	26,85,171	5·73	0·77
Nizam's State	14,218	0·16	0·01	0·13	0·20	5,88,201	4·16	0·54
North Western	6,78,430	0·40	0·06	0·49	0·57	69,95,417	4·08	0·57
South Indian	7,709	0·03	0·01	0·04	0·08	8,27,586	3·49	0·67
3' 3½" GAUGE.								
Assam-Bengal	1,42,679	0·49	0·12	0·61	1·05	8,41,216	2·86	0·70
Bengal and North-Western	66,965	0·16	0·03	0·13	0·42	*12,25,339	*1·76	*0·47
Bombay, Baroda and Central India	2,64,078	0·44	0·10	0·53	0·96	25,45,172	4·22	0·93
Burma	72,709	0·13	0·03	0·16	0·26	13,90,453	2·45	0·56
Eastern Bengal	84,101	0·32	0·06	0·35	0·57	7,65,324	2·56	0·56
Jodhpur	6,774	0·05	0·01	0·06	0·12	3,33,284	2·33	0·55
Madras and Southern Mahratta	1,49,054	0·28	0·07	0·34	0·82	14,98,672	2·85	0·74
Nizam's State	7,807	0·16	0·01	0·08	0·15	3,68,718	3·36	0·83
Rohilkund and Kumaon	19,068	0·14	0·05	0·17	0·59	2,80,045	2·03	0·66
South Indian	1,14,338	0·19	0·06	0·21	0·51	17,50,639	2·82	0·83
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	16,732	0·12	0·05	0·15	0·43	3,90,531	2·92	1·21
Bombay, Baroda and Central India	504	0·02	0·01	0·02	0·06	96,519	3·55	2·65
Eastern Bengal	357	0·00	0·06	0·05	0·23	13,632	1·76	2·11
Great Indian Peninsula	139	0·00	0·00	0·00	0·03	47,235	1·45	0·84
North-Western	37,279	0·44	0·23	0·53	0·58	4,56,183	5·44	2·85
South Indian	252	0·02	0·01	0·03	0·06	31,253	3·05	1·82

* Includes Replacements

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—contd.

MAINTENANCE— (B-II).		RUNNING STAFF—(B-III-1).					FUEL—(B-III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
74	75	76	77	78	79	80	81	82	83	84	85	
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" GAUGE.
6.82	9.79	32,45,611	3.06	0.38	4.21	6.04	38,61,094	3.65	0.46	5.02	7.20	B. N.
5.99	5.89	22,26,555	4.59	0.57	5.66	5.56	45,02,661	9.28	1.16	11.4	11.2	B. B. & C. I.
4.21	6.55	13,40,336	2.40	0.37	2.91	4.52	22,22,801	4.00	0.61	4.82	7.48	E. B.
4.60	7.17	63,99,369	2.67	0.30	3.47	5.42	92,61,424	3.87	0.45	5.03	7.84	E. I.
4.86	5.46	50,67,080	4.13	0.53	4.92	5.54	81,18,862	6.62	0.86	7.89	8.88	G. I. P.
6.84	10.3	14,88,724	3.18	0.43	3.79	5.72	32,48,354	6.94	0.94	8.27	12.5	M. & S. M.
5.19	8.45	3,82,643	2.56	0.35	3.37	5.50	5,24,193	3.52	0.49	4.62	7.54	N. S.
5.05	5.84	57,28,736	3.34	0.46	4.13	4.78	1,67,79,962	9.78	1.36	12.1	14.0	N. W.
4.10	8.98	7,49,741	3.16	0.61	3.72	8.14	13,69,670	5.79	1.10	6.78	14.9	S. I.
												3' 3 3/4" GAUGE.
3.63	6.18	4,53,788	1.54	0.38	1.95	3.33	12,50,602	4.25	1.04	5.39	9.19	A. B.
*2.28	*7.74	6,31,487	0.96	0.24	1.18	4.00	13,46,419	1.92	0.52	2.51	8.52	B. & N. W.
5.12	9.30	21,21,526	3.52	0.77	4.27	7.75	33,56,145	5.56	1.23	6.75	12.3	B. B. & C. I.
3.00	4.88	15,69,434	2.76	0.63	3.38	5.51	32,01,098	5.64	1.27	6.91	11.2	Burma.
3.14	5.20	5,64,450	1.92	0.42	2.32	3.85	11,73,357	4.00	0.87	4.82	7.98	E. B.
2.98	5.99	2,15,362	1.51	0.36	1.93	3.87	6,85,188	4.79	1.14	6.13	12.3	Jodhpur.
3.37	8.20	14,07,412	2.68	0.69	3.16	7.70	24,79,758	4.72	1.22	5.58	13.6	M. & S. M.
3.89	7.39	2,71,641	2.56	0.61	2.87	5.46	4,32,037	3.84	0.97	4.55	8.66	N. S.
2.54	8.66	1,13,169	0.82	0.27	1.04	3.50	3,89,824	2.82	0.91	3.55	12.1	R. & K.
3.18	7.74	17,10,746	2.76	0.81	3.11	7.58	31,35,931	5.04	1.48	5.71	13.9	S. I.
												2' 6" & 2' 0" GAUGES.
3.67	10.2	2,53,780	1.90	0.78	2.39	6.69	3,28,583	2.46	1.02	3.09	8.54	B. N.
3.92	12.6	52,936	1.94	1.45	2.15	6.92	89,143	3.28	2.44	3.62	11.7	B. B. & C. I.
1.86	8.94	18,975	2.56	2.95	2.59	12.5	11,169	1.44	1.73	1.52	7.33	E. B.
1.57	10.6	52,821	1.62	0.94	1.76	11.9	64,425	1.98	1.15	2.14	14.5	G. I. P.
6.51	7.07	3,30,076	3.93	2.06	4.71	5.11	7,83,847	9.33	4.89	11.2	12.1	N. W.
3.23	8.30	36,915	3.60	2.15	3.81	9.81	50,993	4.98	2.97	5.28	13.6	S. I.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
87	88	89	90	91	92	93	94	95
5' 6" GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	5,70,386	0·54	0·07	0·74	1·06	76,35,088	7·21	0·91
Bombay, Baroda and Central India	3,33,860	0·69	0·09	0·83	0·83	69,80,136	14·4	1·80
Eastern Bengal	2,30,317	0·48	0·07	0·50	0·77	36,89,220	6·56	1·01
East Indian	13,03,626	0·55	0·06	0·71	1·11	1,65,77,112	6·92	0·80
Great Indian Peninsula	9,65,241	0·79	0·10	0·94	1·05	1,40,86,871	11·5	1·48
Madras and Southern Mahratta	3,21,532	0·68	0·09	0·82	1·24	49,96,998	10·7	1·44
Nizam's State	98,546	0·80	0·09	0·87	1·41	11,33,640	7·84	1·04
North Western	14,67,719	0·86	0·12	1·06	1·22	2,36,25,941	13·8	1·92
South Indian	1,34,802	0·57	0·11	0·67	1·46	23,00,133	9·71	1·86
3' 3½" GAUGE.								
Assam Bengal	1,31,133	0·45	0·11	0·57	0·96	18,19,777	6·19	1·52
Bengal and North Western	2,74,268	0·32	0·11	0·51	1·73	27,60,168	4·00	1·06
Bombay, Baroda and Central India	2,75,693	0·46	0·10	0·56	1·00	56,05,301	9·29	2·05
Burma	3,16,826	0·56	0·12	0·68	1·12	50,75,543	8·94	2·02
Eastern Bengal	1,05,085	0·32	0·08	0·43	0·71	18,38,742	6·24	1·36
Jodhpur	1,31,916	0·92	0·22	1·18	2·37	10,58,635	7·40	1·76
Madras and Southern Mahratta	3,14,667	0·60	0·16	0·71	1·72	40,69,615	7·75	2·00
Nizam's State	73,135	0·64	0·17	0·77	1·46	7,96,191	7·20	1·80
Rohilkund and Kumaon	71,066	0·51	0·17	0·65	2·20	5,71,467	4·13	1·34
South Indian	2,66,192	0·43	0·13	0·49	1·18	51,27,799	8·24	2·42
2' 6" AND 2' 0" GAUGES.								
Bengal-Nagpur	83,586	0·63	0·26	0·81	2·17	6,62,219	4·96	2·05
Bombay, Baroda and Central India	12,919	0·48	0·35	0·52	1·69	1,59,382	5·87	4·37
Eastern Bengal	3,225	0·48	0·50	0·44	2·11	32,934	4·32	5·11
Great Indian Peninsula	17,294	0·53	0·31	0·58	3·89	1,34,295	4·12	2·40
North Western	86,039	1·03	0·54	1·23	1·33	12,39,700	14·2	7·71
South Indian	7,222	0·70	0·42	0·75	1·92	95,643	9·33	5·57

Class 1 Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—cont'd.

(B. III.)		REPLACEMENT AND RENEWAL APPROPRIATION TO DEPRECIATION RESERVE FUND B. IV.					TOTAL MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—(TOTAL ABSTRACT B).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percent- age of total working expenses under abstracts A. to G.	
96	97	98	99	100	101	102	103	104	105	106	107	108
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" GAUGE.
9.01	14.2	3,78,141	0.35	0.01	0.19	0.70	1,16,62,688	13.8	1.74	19.3	27.3	B. N.
17.7	17.1	3,62,054	0.75	0.09	0.92	0.90	1,02,69,881	21.2	2.05	26.1	25.6	B. B. & C. I.
7.29	12.4	10,17,923	1.76	0.28	2.21	3.13	73,75,151	13.1	2.03	16.0	21.8	E. B.
9.00	14.0	39,66,962	1.66	0.19	2.15	3.56	3,21,85,319	13.1	1.55	17.5	27.3	E. I.
13.7	15.4	25,57,419	2.08	0.26	2.48	2.80	2,32,31,697	16.9	2.13	22.6	25.1	G. I. P.
12.7	19.2	1,67,599	1.00	0.11	1.19	1.80	87,66,736	18.7	2.53	22.3	33.7	M. & S. M.
9.02	16.3	1,46,934	0.66	0.13	1.59	2.11	20,11,766	11.2	1.87	18.0	20.3	N. S.
17.0	19.7	32,53,292	1.88	0.26	2.33	2.69	3,54,35,010	20.9	2.01	25.8	20.9	N. W.
11.1	25.0	8,956	0.04	0.01	0.05	0.10	33,39,816	14.1	2.70	16.6	36.3	S. I.
												3' 3½" GAUGE.
7.85	13.1	1,57,738	0.51	0.13	0.65	1.16	31,21,309	10.6	2.60	13.5	22.9	A. B.
5.15	17.6	†	†	†	†	†	42,01,706	6.21	1.65	8.01	27.2	B. & N. W.
11.3	26.6	4,19,370	0.09	0.15	0.84	1.53	91,57,595	16.7	3.47	19.1	31.6	B. B. & C. I.
10.9	17.8	7,89,690	1.39	0.31	1.70	2.77	89,89,686	14.2	3.22	17.1	28.3	Burma.
7.55	12.6	6,22,595	1.76	0.39	2.15	3.56	31,29,410	11.5	2.53	14.1	23.3	E. B.
9.45	19.4	62,741	0.11	0.10	0.56	1.13	15,77,939	11.0	2.62	11.1	28.1	Jodhpur.
9.16	22.3	2,61,821	0.33	0.10	0.46	1.12	62,57,690	11.9	3.08	14.1	31.2	M. & S. M.
8.40	16.0	89,922	0.89	0.18	0.85	1.61	13,78,677	12.6	3.11	14.6	27.7	N. S.
5.21	17.7	5,169	0.04	0.01	0.05	0.16	9,39,288	6.79	2.20	8.51	29.1	R. & K.
9.23	22.7	9,651	0.02	0.00	0.02	0.06	73,65,118	11.8	3.48	13.1	32.6	S. I.
												2' 6" & 2' 0" GAUGES.
6.23	17.2	11,867	0.09	0.03	0.11	0.31	11,77,197	8.82	3.61	11.1	30.6	B. N.
6.17	29.9	21,682	0.79	0.59	0.88	2.81	2,85,676	10.5	7.83	11.6	37.1	B. B. & C. I.
4.59	21.6	5,890	0.89	0.00	0.79	3.81	53,101	0.41	8.23	7.25	31.8	E. B.
5.47	39.2	..	..	..	..	..	1,83,988	5.65	3.28	6.12	41.1	G. I. P.
17.7	19.2	1,46,771	1.75	1.01	2.09	2.27	10,44,113	22.2	12.1	27.7	30.1	N. W.
9.69	25.4	..	..	..	..	..	1,35,668	13.2	7.90	11.0	36.0	S. I.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GENERAL ADMINISTRATION—C. I.				COACHING VEHICLES—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 113	Amount.	Per 1,000 vehicle miles.
109	110	111	112	113	114	115
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	5,70,963	1.59	0.74	1.06	2,91,170	3.37
Bombay, Baroda and Central India	3,09,437	1.75	0.79	0.77	2,65,926	4.11
Eastern Bengal	3,36,785	1.90	0.73	1.13	1,31,036	1.56
East Indian	11,29,059	1.22	0.61	0.96	6,10,194	2.17
Great Indian Peninsula	9,60,253	2.00	0.82	1.05	4,39,612	2.42
Madras and Southern Mahratta	2,56,250	1.73	0.65	0.99	1,32,870	0.89
Nizam's State	81,381	1.79	0.72	1.17	11,713	0.84
North Western	11,71,399	1.99	0.84	0.98	4,51,092	1.82
South Indian	71,029	1.34	0.35	0.77	33,508	1.18
3' 3½" GAUGE.						
Assam-Bengal	1,20,828	1.17	0.52	0.89	29,757	0.69
Bengal and North Western	1,14,356	0.53	0.21	0.73	**	**
Bombay, Baroda and Central India	5,27,177	2.33	1.06	1.93	2,20,015	2.46
Burma	3,18,014	1.67	0.69	1.12	66,542	0.94
Eastern Bengal	1,66,876	1.47	0.69	1.14	99,973	1.94
Jodhpur	1,06,010	1.94	0.95	1.01	6,766	0.36
Madras and Southern Mahratta	1,37,891	0.95	0.31	0.76	57,580	0.40
Nizam's State	58,825	2.06	0.62	1.18	9,725	0.78
Rohilkund and Kumaon	30,690	0.97	0.28	0.95	**	**
South Indian	2,03,142	1.16	0.37	0.90	82,305	0.83
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	41,770	1.08	0.39	1.09	48,817	2.33
Bombay, Baroda and Central India	3,176	0.65	0.13	0.42	12,143	3.89
Eastern Bengal	1,132	0.94	0.15	0.74	1,479	1.30
Great Indian Peninsula	12	0.00	0.00	0.00	\$42,765	\$7.04
North Western	43,653	2.58	0.62	0.68	23,802	1.88
South Indian	3,379	1.31	0.35	0.90	3,398	1.84

** Included in Workshop Repair.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

RUNNING REPAIRS— [C II-1 (a)]		COACHING VEHICLES—(b) WORKSHOP REPAIRS— [C II-1 (b)].				GOODS VEHICLES—(a) RUNNING REPAIRS— [C II-3 (a)]				Railway.
Per train mile	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
116	117	118	119	120	121	122	123	124	125	126
As		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0.38	0.54	14,48,527	16.8	1.88	2.70	13,59,813	4.99	1.77	2.53	B. N.
0.68	0.66	15,84,458	24.5	4.02	3.96	5,00,531	4.45	1.27	1.25	B. B. & C. I.
0.28	0.44	9,76,260	11.6	2.13	3.28	1,67,807	1.80	0.36	0.57	E. B.
0.33	0.52	32,73,298	11.6	1.78	2.77	19,49,917	3.02	1.06	1.65	E. I.
0.38	0.48	22,76,619	12.5	1.96	2.48	12,22,363	4.09	1.05	1.34	G. I. P.
0.34	0.51	8,12,006	5.49	2.07	3.12	1,69,984	1.15	0.43	0.65	M. & S. M.
0.10	0.17	1,70,550	12.2	1.51	2.45	44,007	1.40	0.39	0.63	N. S.
0.33	0.38	28,93,717	11.7	2.09	2.41	11,53,573	3.38	0.83	0.96	N. W.
0.17	0.36	2,25,079	7.93	1.11	2.44	33,344	1.36	0.17	0.36	S. I.
0.13	0.22	4,37,543	10.2	1.89	3.21	67,033	1.11	0.29	0.49	3' 3 1/2" GAUGE.
**	**	*5,23,502	*6.42	*0.98	*3.31	**	**	**	**	A. B.
0.44	0.80	10,12,890	11.3	2.04	3.70	2,09,934	1.53	0.42	0.77	B. & N. W.
0.14	0.23	3,59,902	5.11	0.78	1.26	1,57,700	1.32	0.34	0.55	B. B. & C. I.
0.41	0.68	6,28,431	12.2	2.58	4.28	80,658	1.30	0.33	0.55	Burma.
0.06	0.12	1,92,247	10.3	1.72	3.46	—27,514	—0.76	—0.25	—0.49	E. B.
0.13	0.31	5,10,477	3.53	1.15	2.79	98,980	0.68	0.22	0.54	Jodhpur.
0.10	0.20	1,39,188	11.2	1.47	2.79	25,494	1.58	0.27	0.51	M. & S. M.
**	**	†1,15,233	†8.11	†1.05	†3.56	**	**	**	**	N. S.
0.15	0.36	4,86,926	4.91	0.88	2.16	54,629	0.72	0.10	0.24	R. & K.
0.46	1.27	1,55,682	7.42	1.46	4.04	39,266	2.24	0.37	1.02	S. I.
0.49	1.59	510	0.16	0.02	0.07	31,935	18.2	1.30	4.18	2' 6" & 2' 0" GAUGES.
0.20	0.57	2,785	2.44	0.38	1.83	421	7.18	0.06	0.28	B. N.
§1.42	§9.61	..	..	..	..	†	†	†	†	B. B. & C. I.
0.34	0.37	1,59,664	19.3	2.28	2.47	41,733	4.82	0.59	0.65	E. B.
0.35	0.90	901	0.49	0.09	0.24	1,010	1.38	0.11	0.27	G. I. P.
										N. W.
										S. I.

* Includes Running Repairs and Renewals.
† Included under Coaching Vehicles.

‡ Includes Running Repairs.
§ Includes Running Repairs figures for Goods Vehicles.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE						
	GOODS VEHICLES—(b) WORKSHOP REPAIRS— [C. II.-3 (b)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abs- tracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
127	128	129	130	131	132	133	134
5'6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	23,84,229	8.74	3.10	4.44	2,09,729	0.58	0.27
Bombay, Baroda and Central India	9,33,908	8.25	2.37	2.33	1,33,231	0.75	0.34
Eastern Bengal	5,46,619	5.86	1.18	1.84	74,507	0.52	0.16
East Indian	27,42,804	4.25	1.49	2.32	4,19,962	0.46	0.23
Great Indian Peninsula	11,32,234	3.79	0.97	1.24	2,65,140	0.55	0.23
Madras and Southern Mahratta	5,55,489	3.76	1.41	2.13	1,41,992	0.96	0.36
Nizam's State	2,03,731	6.47	1.80	2.93	6,656	0.14	0.05
North Western	20,24,189	5.92	1.46	1.69	6,03,963	1.02	0.44
South Indian	1,59,697	6.51	0.79	1.74	2,983	0.06	0.01
3'3½" GAUGE.							
Assam-Bengal	3,13,359	5.20	1.35	2.30	12,762	0.12	0.05
Bengal and North Western	*3,81,465	*2.89	*0.71	*2.42	28,849	0.13	0.05
Bombay, Baroda and Central India	4,42,654	3.23	0.89	1.62	1,38,366	0.61	0.28
Burma	6,14,161	5.13	1.33	2.15	67,591	0.36	0.15
Eastern Bengal	2,59,506	4.19	1.06	1.76	19,023	0.17	0.08
Jodhpur	1,19,851	3.33	1.07	2.15	6,184	0.11	0.06
Madras and Southern Mahratta	2,68,022	1.85	0.60	1.47	28,864	0.20	0.06
Nizam's State	1,22,501	7.57	1.29	2.46	4,458	0.16	0.05
Rohilkund and Kumaon	†76,753	†4.27	†0.70	†2.37	6,760	0.21	0.06
South Indian	1,72,516	2.27	0.31	0.76	82,099	0.47	0.15
2'6" AND 2'0" GAUGES.							
Bengal-Nagpur	83,791	4.77	0.79	2.18	1,872	0.05	0.02
Bombay, Baroda and Central India	21	0.01	0.00	0.00	..	..	..
Eastern Bengal	158	2.70	0.02	0.10	2	0.00	0.00
Great Indian Peninsula . . . . .	..	..	..	..	90	0.01	0.00
North Western	53,712	6.20	0.77	0.83	6,347	0.38	0.09
South Indian	1,040	1.43	0.11	0.28	118	0.05	0.01

* Includes Running Repairs and Renewals.
 ‡ Included under coaching vehicles.

† Includes Running Repairs.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—contd.

(C. II-5)		TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C-II).			OPERATING EXPENSES—(C-III).				Railway.
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
135	136	137	138	139	140	141	142	143	144
	Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0·39	57,24,935	15·9	7·43	10·6	4,92,776	1·37	0·64	0·92	B. N.
0·33	32,66,519	18·4	8·30	8·16	4,62,568	2·61	1·17	1·16	B. B. & C. I.
0·25	18,05,276	10·2	3·91	6·08	3,53,233	1·99	0·77	1·19	E. B.
0·36	91,17,752	9·85	4·95	7·72	17,81,929	1·92	0·97	1·51	E. I.
0·20	54,60,257	11·4	4·69	5·97	13,43,108	2·79	1·15	1·47	G. I. P.
0·55	22,23,760	15·0	5·66	8·54	2,55,658	1·73	0·66	0·98	M. & S. M.
0·09	4,51,738	9·93	3·98	6·49	88,132	1·94	0·78	1·26	N. S.
0·51	72,82,243	12·4	5·25	6·08	22,39,001	3·80	1·61	1·87	N. W.
0·03	4,55,733	8·61	2·26	4·94	1,82,154	3·44	0·90	1·98	S. I.
									3' 3½" GAUGE.
0·09	8,44,347	8·18	3·64	6·20	1,26,474	1·22	0·55	0·93	A. B.
0·18	9,42,443	4·41	1·76	5·96	1,12,612	0·63	0·21	0·71	B. & N. W.
0·50	19,92,960	8·81	4·01	7·28	3,43,594	1·52	0·69	1·25	B. B. & C. I.
0·24	12,58,545	6·62	2·72	4·41	2,07,727	1·09	0·44	0·73	Burma.
0·13	10,87,869	9·59	4·46	7·40	1,53,013	1·35	0·63	1·04	E. B.
0·11	3,02,863	5·55	2·71	5·45	74,057	1·36	0·66	1·33	Jodhpur.
0·16	9,40,492	6·50	2·11	5·14	1,32,833	0·92	0·30	0·73	M. & S. M.
0·08	3,03,796	10·6	3·20	6·09	49,850	1·74	0·53	1·00	N. S.
0·21	1,99,802	12·6	1·82	6·17	41,791	1·30	0·37	1·30	R. & K.
0·36	9,17,306	5·24	1·66	4·06	3,58,332	2·04	0·65	1·58	S. I.
									2' 6" & 2' 0" GAUGES.
0·05	3,33,518	8·65	3·14	8·66	69,661	1·81	0·65	1·81	B. N.
..	46,877	9·61	1·90	6·13	17,364	3·56	0·71	2·27	B. B. & C. I.
0·00	4,825	4·02	0·66	3·17	2,909	2·43	0·40	1·91	E. B.
0·02	42,213	6·95	1·40	9·49	13,566	2·23	0·45	3·05	G. I. P.
0·10	3,29,730	19·4	4·70	5·11	1,16,047	6·85	1·66	1·80	N. W.
0·03	6,467	2·51	0·67	1·72	9,136	3·55	0·94	2·43	S. I.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	REPLACEMENT AND RENEWAL			
	C-IV.			
	APPROPRIATION TO DEPRECIATION RESERVE FUND			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
145	146	147	148	149
5' 6" GAUGE.				
Bengal-Nagpur	Rs. 18,35,347	Rs. 5.11	As. 2.39	3.42
Bombay, Baroda and Central India	16,72,111	9.44	4.25	4.18
Eastern Bengal	16,70,593	9.43	3.62	5.62
East Indian	73,92,683	7.98	4.01	6.26
Great Indian Peninsula	46,44,382	9.66	3.99	5.08
Madras and Southern Mahratta	15,93,574	10.8	4.06	6.12
Nizam's State	2,44,889	5.39	2.16	3.52
North Western	55,10,777	9.35	3.98	4.60
South Indian	1,54,422	2.92	0.77	1.68
3' 3½" GAUGE.				
Assam-Bengal	89,726	0.87	0.39	0.66
Bengal and North-Western	*	*	*	*
Bombay, Baroda and Central India	8,52,083	3.77	1.72	3.11
Burma	12,78,170	6.72	2.76	4.48
Eastern Bengal	8,91,409	7.86	3.66	6.06
Jodhpur	74,021	1.35	0.66	1.33
Madras and Southern Mahratta	4,44,620	3.07	1.00	2.43
Nizam's State	1,33,488	4.67	1.41	2.68
Rohilkund and Kumaon	1,63,356	9.09	1.49	5.05
South Indian	7,57,918	4.33	1.37	3.35
2' 6" AND 2' 0" GAUGES.				
Bengal-Nagpur	86	0.00	0.00	0.00
Bombay, Baroda and Central India . . . . .	..	..	..	..
Eastern Bengal	13,576	11.3	1.85	8.90
Great Indian Peninsula . . . . .	..	..	..	..
North Western	1,77,713	10.5	2.54	2.75
South Indian	74	0.03	0.01	0.02

* Included in the respective heads.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

AND WAGON STOCK—concl'd.

TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK.—(TOTAL ABSTRACT C.)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G. 153	
150	151	152	153	154
Rs.	Rs.	As.		5' 6" GAUGE.
86,24,021	24.0	11.2	16.1	B. N.
57,10,635	32.2	14.5	14.3	B. B. & C. I.
41,65,887	23.5	9.03	14.0	E. B.
1,94,21,423	21.0	10.5	16.5	E. I.
1,24,08,000	25.8	10.7	13.6	G. I. P.
43,20,242	29.3	11.0	16.6	M. & S. M.
8,66,140	19.1	7.64	12.4	N. S.
1,62,03,420	27.5	11.7	13.5	N. W.
8,58,019	16.2	4.25	9.31	S. I.
				3' 3½" GAUGE.
11,81,375	11.4	5.10	8.68	A. B.
11,69,411	5.57	2.18	7.40	B. & N. W.
37,15,814	16.4	7.48	13.6	B. B. & C. I.
30,62,456	16.1	6.61	10.7	Burma.
22,99,167	20.3	9.44	15.6	E. B.
5,50,951	10.2	4.98	10.0	Jodhpur.
16,55,836	11.4	3.72	9.06	M. & S. M.
5,45,959	19.1	5.76	11.0	N. S.
4,35,639	13.5	3.96	13.5	R. & K.
22,18,148	12.7	4.02	9.81	S. I.
				2' 6" & 2' 0" GAUGES.
4,45,035	11.5	4.18	11.6	B. N.
67,417	13.8	2.74	8.82	B. B. & C. I.
22,442	18.7	3.06	14.7	E. B.
55,791	9.18	1.85	12.5	G. I. P.
6,67,143	39.2	9.52	10.3	N. W.
18,737	7.28	1.94	4.98	S. I.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C (a)—MAINTENANCE

Railway.	GENERAL ADMINISTRATION—C (a) I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (a) II 1 AND 2].				MULTIPLE UNIT STOCK [C (a) II 3 (a) i + 4 (a) i].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
155	156	157	158	159	160	161	162	163	164	165
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	2,93,943	1.53	0.56	0.74	85,278	5.63	0.66	0.22	77,134	5.10
Great Indian Peninsula	4,56,786	6.52	1.38	0.51	4,80,101	6.85	1.46	0.52	1,78,129	14.2
3' 3½" GAUGE.										
South Indian	53,347	8.23	0.95	0.24	27,125	4.19	0.49	0.12	25,560	10.2

TABLE C (a)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS —[C (a) II 3 (b) ii + 4 (b) ii].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C (a) II 5—9].				TOTAL—ORDINARY AND MAINTENANCE [C (a)]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
177	178	179	180	181	182	183	184	185	186	187
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,69,671	4.65	1.53	1.93	9,22,574	4.80
Great Indian Peninsula	2,66,598	4.63	1.97	0.29	94,791	1.35	0.29	0.11	18,36,918	26.2
3' 3½" GAUGE.										
South Indian	953	0.65	0.30	0.00	5,925	0.91	0.11	0.03	69,084	10.7

TABLE C (a)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (a) III 4].				TOTAL OPERATING EXPENSES. [C (a) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
199	200	201	202	203	204	205	206	207
5' 6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	17,766	1.17	0.14	0.05	18,72,504	9.74	3.58	4.67
Great Indian Peninsula	1,20,212	4.44	0.78	0.12	51,49,621	73.5	15.5	5.62
3' 3½" GAUGE.								
South Indian	9,140	1.41	0.16	0.04	2,64,688	49.8	4.76	1.16

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—RUNNING REPAIRS.		MULTIPLE UNIT STOCK—WORKSHOP REPAIRS— [C(a) II 3 (b) i + 4 (b) i].				ELECTRIC LOCOMOTIVES—RUNNING REPAIRS —[C (a) II 3(a) ii + 4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
166	167	168	169	170	171	172	173	174	175	176
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
0.60	0.19	..	..	..	..	5,269	0.35	0.04	0.01	B. B. & C. I.
0.91	0.20	5,59,132	44.6	2.85	0.61	2,94,819	5.12	2.17	0.32	G. I. P.
0.49	0.12	6,311	2.52	0.12	0.03	3,210	2.23	1.01	0.01	3' 3½" GAUGE.
										S. I.

OF ELECTRIC SERVICE—contd.

REPAIRS NANCE. II].		RUNNING STAFF—OPERATING EXPENSES. [C(a) III 1].				ELECTRIC CURRENT (FOR TRACTION PURPOSES ONLY). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
188	189	190	191	192	193	194	195	196	197	198
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
1.77	2.31	4,18,148	27.6	3.24	1.04	10,62,988	70.3	8.24	2.65	B. B. & C. I.
5.53	2.01	17,20,816	49.0	11.1	1.89	32,89,275	94.6	19.1	3.60	G. I. P.
1.24	0.31	42,725	6.58	0.76	0.19	1,91,101	29.5	3.44	0.84	3' 3½" GAUGE.
										S. I.

OF ELECTRIC SERVICE—concl.

REPLACEMENT AND RENEWAL TOTAL APPROPRIATION TO DEPRECIATION RESERVE FUND [C (a)—IV].				TOTAL MAINTENANCE OF ELECTRIC SERVICE [TOTAL ABSTRACT C(a)].				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
208	209	210	211	212	213	214	215	216
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" GAUGE.
83,940	0.44	0.16	0.20	31,72,961	16.5	6.07	7.92	B. B. & C. I.
20,88,258	29.8	6.29	2.28	95,31,583	136.0	28.7	10.4	G. I. P.
8,169	1.26	0.15	0.04	3,95,288	61.0	7.10	1.75	3' 3½" GAUGE.
								S. I.

figures furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES			
	GENERAL ADMINISTRATION—(E. I.)			STATION
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
217	218	219	220	221
5' 6" GAUGE.	Rs.	As.		Rs.
Bengal-Nagpur	12,44,989	1.62	2.32	45,70,588
Bombay, Baroda and Central India	7,58,358	1.93	1.89	41,00,314
Eastern Bengal	6,06,106	1.31	2.04	33,83,297
East Indian	24,72,435	1.34	2.09	1,09,58,720
Great Indian Peninsula	16,41,366	1.20	1.79	67,30,173
Madras and Southern Mahratta	3,63,975	0.93	1.40	21,00,708
Nizam's State	1,42,835	1.26	2.05	4,65,067
North Western	18,93,266	1.37	1.58	1,16,76,970
South Indian	1,73,911	0.86	1.89	6,32,179
3' 3½" GAUGE.				
Assam-Bengal	3,48,718	1.50	2.56	11,62,247
Bengal and North Western	5,12,468	0.96	3.24	15,08,231
Bombay, Baroda and Central India	5,08,344	1.03	1.86	22,65,957
Burma	6,37,085	1.37	2.23	22,95,817
Eastern Bengal	4,54,016	1.87	3.09	13,81,137
Jodhpur	1,35,512	1.21	2.44	3,20,575
Madras and Southern Mahratta	3,25,778	0.73	1.79	17,79,056
Nizam's State	1,05,056	1.11	2.11	4,30,910
Rohilkund and Kumaon	87,566	0.79	2.71	2,87,197
South Indian	4,42,119	0.73	1.95	18,25,355
2' 6" & 2' 0" GAUGES.				
Bengal-Nagpur	67,148	0.63	1.74	3,46,274
Bombay, Baroda and Central India	7,452	0.30	0.97	53,530
Eastern Bengal	2,595	0.35	1.70	17,113
Great Indian Peninsula	1	0.00	0.00	*54,899
North Western	99,817	1.42	1.55	4,07,390
South Indian	8,996	0.93	2.39	23,691

* Includes train

† Included under

‡ Includes Travelling

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF TRAFFIC DEPARTMENT.

STAFF—E. III. L(b).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (c & d).			Railway.
Per train mile.	Percentage of total working ex- penses under abs- tracts A to G. 223	Total amount. 224	Per train mile. 225	Percentage of total working ex- penses under abs- tracts A to G. 226	
222					227
As.		Rs	As.		5' 6" GAUGE.
5.93	8.51	13,03,786	1.69	2.43	B. N.
10.4	10.2	6,38,696	1.62	1.59	B. B. & C. I.
7.33	11.4	6,37,171	1.38	2.14	E. B.
5.95	9.28	20,77,016	1.62	2.52	E. I.
4.94	7.36	16,10,061	1.19	1.76	G. I. P.
5.35	8.07	4,43,824	1.13	1.70	M. & S. M.
4.10	6.68	1,22,738	1.08	1.76	N. S.
8.42	9.74	20,87,213	1.51	1.74	N. W.
3.13	6.87	2,04,360	1.02	2.22	S. I.
					3' 3½" GAUGE.
5.01	8.54	2,31,595	1.00	1.70	A. B.
2.81	9.54	3,99,234	0.74	2.53	B. & N. W.
4.56	8.28	6,09,144	1.23	2.22	B. B. & C. I.
4.95	8.05	5,02,228	1.11	1.76	Burma.
5.68	9.40	3,32,278	1.36	2.26	E. R.
2.87	5.76	91,451	0.82	1.64	Jodhpur.
4.00	9.73	4,55,531	1.02	2.49	M. & S. M.
4.55	8.65	90,641	0.95	1.82	N. S.
2.61	8.88	1,63,828	1.59	1.97	R. & K.
3.00	8.07	4,90,790	0.81	2.17	S. I.
					2' 6" & 2' 0" GAUGES.
3.26	9.00	1,15,737	1.08	3.01	B. N.
2.17	7.00	10,147	0.41	1.32	B. B. & C. I.
2.33	11.2	281	0.04	0.19	E. B.
*1.83	*12.3	†	†	†	G. I. P.
5.81	6.81	1,14,777	1.64	1.77	N. W.
2.45	6.80	8,617	0.90	2.28	S. I.

and other staff.
Station Staff.
ticket examining Staff.

30.—Analysis of operating expenses of

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES OF					
	(OTHER STAFF.—E. III. 1 (a & c).)			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
228	229	230	231	232	233	234
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,98,541	0·51	0·74	6,03,553	0·78	1·12
Bombay, Baroda and Central India	3,85,367	0·98	0·96	2,05,483	0·52	0·52
Eastern Bengal	3,82,349	0·83	1·20	3,07,889	0·67	1·03
East Indian	12,58,328	0·68	1·06	17,39,699	0·95	1·47
Great Indian Peninsula	8,13,680	0·60	0·89	11,40,886	0·83	1·24
Madras and Southern Mahratta	1,33,614	0·31	0·52	3,47,298	0·89	1·34
Nizam's State	39,818	0·35	0·58	51,327	0·48	0·79
North Western	5,53,184	0·39	0·46	§22,06,029	1·65	1·91
South Indian	89,504	0·44	0·97	1,56,730	0·78	1·70
3' 3½" GAUGE.						
Assam-Bengal	1,29,140	0·56	0·95	2,05,982	0·89	1·51
Bengal and North-Western . . . . .	..	..	..	3,46,332	0·65	2·19
Bombay, Baroda and Central India	3,59,554	0·72	1·31	1,33,274	0·27	0·49
Burma	2,42,075	0·51	0·85	2,91,822	0·63	1·04
Eastern Bengal	1,96,259	0·81	1·33	2,01,310	0·83	1·37
Jodhpur	31,468	0·31	0·62	1,03,182	0·97	1·95
Madras and Southern Mahratta	1,19,049	0·27	0·65	2,80,239	0·63	1·53
Nizam's State	29,011	0·31	0·59	57,996	0·61	1·16
Rohilkund and Kumaon	*16,366	*0·15	*0·51	78,072	0·71	2·41
South Indian	2,40,582	0·40	1·06	5,59,986	0·92	2·47
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	26,451	0·25	0·69	57,644	0·54	1·49
Bombay, Baroda and Central India	3,390	0·14	0·44	2,033	0·08	0·26
Eastern Bengal	1,149	0·16	0·75	..	..	..
Great Indian Peninsula	†	†	†	4,801	0·16	1·08
North Western	32,701	0·46	0·51	†1,05,295	1·50	1·63
South Indian	8,482	0·87	2·26	2,055	0·22	0·55

* Does not include Travelling

† Included under

§ Includes Rs. 11,31,280 on account of lighting charges

† do. Rs. 43,904

do.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund
Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—contd.

CLOTHING—(E.-III-4.)			STATIONERY FORMS AND TICKETS—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
235	236	237	238	239	240	241	242	243	244
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
1,03,610	0·14	0·19	1,57,120	0·21	0·29	27,342	0·04	0·05	B. N.
60,596	0·15	0·15	1,81,233	0·46	0·45	16,816	0·04	0·04	B. B. & C. I.
16,034	0·03	0·05	1,79,773	0·39	0·61	17,079	0·04	0·06	E. B.
3,01,627	0·16	0·26	4,73,468	0·26	0·40	85,736	0·05	0·07	E. I.
73,214	0·05	0·08	2,53,600	0·19	0·28	59,193	0·04	0·07	G. I. P.
21,108	0·05	0·08	98,889	0·25	0·38	14,297	0·04	0·05	M. & S. M.
10,453	0·09	0·15	34,870	0·31	0·50	7,812	0·07	0·11	N. S.
2,59,464	0·19	0·21	5,41,312	0·39	0·45	44,909	0·03	0·04	N. W.
6,553	0·03	0·07	68,779	0·34	0·75	2,862	0·01	0·03	S. I.
									3' 3½" GAUGE.
9,771	0·04	0·07	63,674	0·27	0·47	5,898	0·03	0·04	A. B.
34,777	0·06	0·22	1,13,380	0·21	0·72	14,460	0·03	0·09	B. & N. W.
44,934	0·09	0·16	91,077	0·18	0·33	12,480	0·03	0·05	B. B. & C. I.
29,500	0·06	0·10	1,13,460	0·25	0·40	11,146	0·02	0·04	Burma.
34,093	0·14	0·23	92,293	0·38	0·63	8,454	0·03	0·06	E. B.
12,978	0·12	0·23	35,410	0·32	0·64	544	0·00	0·01	Jodhpur.
26,295	0·06	0·14	1,23,691	0·28	0·68	7,605	0·02	0·04	M. & S. M.
9,635	0·10	0·19	26,633	0·28	0·53	3,22	0·03	0·07	N. S.
7,696	0·07	0·24	24,879	0·23	0·77	2,400	0·02	0·07	R. & K.
18,734	0·03	0·08	1,76,044	0·29	0·78	1,318	0·00	0·01	S. I.
									2' 6" & 2' 0" GAUGES.
7,126	0·07	0·18	3,801	0·04	0·10	..	..	..	B. N.
929	0·04	0·12	6,098	0·25	0·80	51	0·00	0·01	B. B. & C. I.
118	0·02	0·08	642	0·09	0·42	3	0·00	0·00	E. B.
287	0·01	0·06	116	0·00	0·03	..	..	..	G. I. P.
10,949	0·16	0·17	27,324	0·39	0·42	2,339	0·03	0·04	N. W.
230	0·02	0·06	3,188	0·33	0·85	—1	—0·00	—0·00	S. I.

ticket Examining Staff.

station staff.

in trains, booked in accounts against C-III. 3.

do.

do.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—concl'd.

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—concl'd.					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
245	246	247	248	249	250	251
5' 6" GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	81,65,577	10·0	15·2	94,68,913	12·3	17·6
Bombay, Baroda and Central India	60,98,830	15·5	15·2	60,22,818	17·6	17·3
Eastern Bengal	45,75,871	9·01	15·4	52,87,250	11·5	17·8
East Indian	2,05,14,819	11·1	17·4	2,32,43,461	12·6	19·7
Great Indian Peninsula	1,12,76,216	8·29	12·3	1,30,27,851	9·57	14·2
Madras and Southern Mahratta	31,48,950	8·02	12·1	35,49,123	9·01	13·6
Nizam's State	9,54,033	8·41	13·7	10,95,481	9·63	15·8
North Western	1,53,00,250	11·1	12·8	1,74,53,107	12·6	14·6
South Indian	10,30,660	5·14	11·3	11,63,658	5·86	12·9
3' 3½" GAUGE.						
Assam-Bengal	18,06,289	8·18	13·0	22,53,008	9·72	16·5
Bengal and North-Western	28,30,138	5·27	17·9	33,42,606	6·23	21·2
Bombay, Baroda and Central India	36,76,789	7·40	13·4	42,23,838	8·51	15·4
Burma	36,43,736	7·86	12·8	43,15,087	9·31	15·1
Eastern Bengal	22,46,373	9·22	15·3	27,61,648	11·3	18·8
Jodhpur	7,77,714	6·96	14·0	9,43,632	8·44	17·0
Madras and Southern Mahratta	27,00,527	6·08	14·8	30,45,400	6·85	16·7
Nizam's State	6,91,766	7·30	13·9	7,99,679	8·44	16·0
Rohilkund and Kumaon	3,49,415	3·18	10·0	4,49,144	4·08	13·9
South Indian	33,70,222	5·55	14·0	37,45,271	6·17	16·6
2' 6" AND 2' 0" GAUGES.						
Bengal Nagpur	5,80,036	5·46	15·1	6,49,174	6·11	16·0
Bombay, Baroda and Central India	1,09,647	4·45	14·3	1,19,539	4·85	15·6
Eastern Bengal	18,758	2·56	12·3	21,694	2·96	14·2
Great India Peninsula	64,681	2·15	14·5	64,743	2·15	14·6
North Western	6,53,099	9·32	10·1	7,61,501	10·9	11·8
South Indian	46,395	4·80	12·3	54,145	5·60	14·4

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

GENERAL ADMINISTRATION, HOME EXPENDITURE—[F. I. 1 to 4.]			AGENT'S OFFICE—[F. I. 5 (a).]			ACCOUNTS AND AUDIT DEPARTMENT—[F. I. 5 (b).]			STORES DEPARTMENT—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	254	255	256	257	258	259	260	261	262	263	264
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5' 6" GAUGE.
3,02,029	0.39	0.57	4,00,957	0.52	0.75	9,82,765	1.27	1.83	5,37,359	0.70	1.00	B. N.
1,91,857	0.48	0.48	3,17,277	0.81	0.79	7,26,726	1.85	1.81	4,06,586	1.03	1.02	B. B. & C. I.
..	..	..	4,11,715	0.89	1.38	6,69,585	1.45	2.25	3,42,479	0.74	1.15	E. B.
..	..	..	4,17,915	0.23	0.35	24,27,830	1.32	2.06	11,86,525	0.65	1.00	E. I.
..	..	..	2,84,962	0.21	0.31	16,49,901	1.21	1.80	8,17,105	0.60	0.89	G. I. P.
1,75,202	0.45	0.68	1,79,099	0.46	0.69	4,43,160	1.12	1.70	1,95,706	0.50	0.75	M. & S. M.
97,690	0.86	1.40	1,35,222	1.19	1.94	1,88,194	1.66	2.70	89,686	0.79	1.29	N. S.
1,35,557	0.10	0.11	9,98,998	0.72	0.83	23,58,540	1.70	1.97	11,87,908	0.86	0.99	N. W.
94,542	0.47	1.03	85,718	0.43	0.93	2,21,591	1.10	2.40	1,33,228	0.66	1.45	S. I.
												3' 3½" GAUGE.
1,83,380	0.79	1.34	1,34,623	0.58	0.99	2,79,140	1.20	2.05	99,654	0.43	0.73	A. B.
2,44,587	0.45	1.55	1,00,613	0.19	0.64	4,31,000	0.81	2.72	64,037	0.12	0.41	B. & N. W.
2,46,254	0.50	0.90	2,35,622	0.47	0.86	5,39,347	1.09	1.97	3,01,200	0.61	1.10	B. B. & C. I.
..	..	..	3,22,895	0.70	1.13	4,44,700	0.96	1.56	1,70,815	0.37	0.60	Burma.
..	..	..	2,00,519	0.82	1.36	3,26,109	1.34	2.22	77,344	0.32	0.53	E. B.
32,055	0.29	0.57	76,346	0.68	1.37	1,81,633	1.62	3.27	77,767	0.70	1.40	Joachpur.
2,12,690	0.47	1.16	1,37,838	0.31	0.75	2,91,668	0.68	1.60	1,27,983	0.29	0.70	M. & S. M.
70,110	0.74	1.41	99,420	1.05	1.99	1,38,647	1.46	2.78	66,044	0.70	1.32	N. S.
70,589	0.64	2.19	49,986	0.46	1.55	1,30,216	1.18	4.03	19,959	0.18	0.62	R. & K.
2,39,051	0.39	1.06	1,89,908	0.31	0.84	5,10,574	0.84	2.26	3,07,144	0.51	1.36	S. I.
												2' 6" & 2' 0" GAUGES.
1,01,594	0.95	2.64	17,072	0.16	0.44	42,304	0.40	1.10	23,031	0.22	0.60	B. N.
5,782	0.23	0.76	8,281	0.33	1.08	20,475	0.84	2.68	1,863	0.08	0.24	B. B. & C. I.
..	..	..	1,715	0.24	1.13	2,790	0.38	1.83	590	0.08	0.39	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
2,083	0.03	0.03	14,690	0.21	0.23	33,509	0.48	0.52	16,137	0.23	0.25	N. W.
4,533	0.89	2.27	1,163	0.12	0.31	4,818	0.50	1.28	3,073	1.32	0.81	S. I.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F.—EXPENSES OF

Railway.	TABLE F.—EXPENSES OF								
	MEDICAL DEPARTMENT— [F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per- train mile.	Per cent- age of total working expen- ses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percent- age of total working expen- ses under abstracts A to G.
265	266	267	268	269	270	271	272	273	274
5' 6" GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,44,370	0.71	1.01	3,67,089	0.48	0.68	4,63,993	0.60	0.86
Bombay, Baroda and Central India	2,54,304	0.65	0.64	3,44,424	0.88	0.86	4,43,392	1.13	1.11
Eastern Bengal	2,71,423	0.59	0.91	1,47,792	0.32	0.50	3,44,373	0.75	1.17
East Indian	7,77,383	0.42	0.66	5,36,223	0.29	0.46	8,28,917	0.45	0.70
Great Indian Peninsula	5,86,304	0.43	0.64	10,91,555	0.80	1.20	4,19,285	0.31	0.46
Madras and Southern Mahratta	2,47,409	0.63	0.95	1,95,752	0.50	0.75	3,01,282	0.77	1.16
Nizam's State	85,388	0.75	1.23	54,386	0.48	0.78	95,930	0.85	1.38
North Western	5,71,289	0.41	0.48	8,73,419	0.63	0.73	10,54,041	0.76	0.88
South Indian	85,241	0.42	0.93	56,430	0.28	0.61	89,708	0.44	0.97
3' 3½" GAUGE.									
Assam-Bengal	1,93,848	0.84	1.43	87,449	0.38	0.64	1,20,744	0.52	0.89
Bengal and North-Western	1,33,434	0.25	0.84	1,76,215	0.33	1.12	1,17,593	0.21	0.74
Bombay, Baroda and Central India	2,66,008	0.53	0.97	2,84,003	0.57	1.04	3,93,261	0.79	1.43
Burma	3,03,056	0.65	1.06	2,48,252	0.53	0.87	78,790	0.17	0.28
Eastern Bengal	1,11,377	0.46	0.76	55,385	0.23	0.38	33,094	0.13	0.22
Jodhpur	25,494	0.23	0.46	53,925	0.48	0.97	24,464	0.22	0.44
Madras and Southern Mahratta	1,66,112	0.37	0.91	1,04,516	0.36	0.91	2,14,475	0.48	1.18
Nizam's State	64,738	0.68	1.30	46,715	0.49	0.94	1,07,543	1.14	2.16
Rohilkund and Kumaon	23,015	0.21	0.71	30,057	0.27	0.92	27,140	0.25	0.84
South Indian	2,01,309	0.33	0.89	1,31,974	0.22	0.58	2,50,788	0.42	1.11
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	38,545	0.36	1.00	14,323	0.14	0.37	24,667	0.23	0.64
Bombay, Baroda and Central India	1,257	0.05	0.16	3,121	0.13	0.41	13,762	0.56	1.80
Eastern Bengal	446	0.06	0.29	..	..	..	..	..	..
Great Indian Peninsula . . . . .	..	..	..	..	..	..	..	..	..
North Western	26,056	0.37	0.40	18,953	0.27	0.29	48,771	0.70	0.76
South Indian	3,199	0.33	0.85	1,692	0.17	0.45	9,698	1.00	2.58

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund — which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.
Replacement and Renewal Works

GENERAL DEPARTMENT—contd.

TOTAL GENERAL ADMINISTRATION—F. I.			TOTAL ORDINARY REPAIRS AND MAINTENANCE—(F. II.)			REPLACEMENT AND RENEWAL TOTAL APPROPRIATION F. IV TO DEPRECIATION RESERVE FUND.			TOTAL EXPENSES OF GENERAL DEPARTMENT (TOTAL ABSTRACT F).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
275	276	277	278	279	280	281	282	283	284	285	286	287
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
37,47,485	4.86	6.98	5,47,207	0.71	1.02	..	..	..	42,94,692	5.57	8.00	5' 6" GAUGE.
27,97,194	7.11	6.99	14,619	0.03	0.04	.	..	..	28,11,813	7.14	7.03	B. N.
21,78,847	4.72	7.33	2,38,508	0.52	0.80	.	..	..	24,17,155	5.24	8.13	B. B. & C. I.
63,68,514	3.46	5.39	14,44,325	0.79	1.22	2,67,040	0.14	0.23	80,79,879	4.39	6.84	E. B.
50,66,705	3.72	5.54	9,37,684	0.69	1.03	1,70,263	0.13	0.18	61,74,652	4.54	6.75	E. I.
18,59,403	4.73	7.14	2,13,540	0.55	0.82	—16,308	—0.04	—0.06	20,56,635	5.24	7.90	G. I. P.
7,64,009	6.74	11.0	61,709	0.54	0.89	..	.	..	8,25,718	7.28	11.9	M. & S. M.
75,38,898	5.44	6.20	7,88,887	0.57	0.66	.	..	..	83,27,785	6.01	6.95	N. S.
7,87,415	3.90	8.55	87,541	0.43	0.95	9,390	0.05	0.10	8,62,117	4.27	9.36	N. W.
												S. I.
10,98,486	4.74	8.07	81,457	0.35	0.60	20,767	0.09	0.15	12,00,710	5.18	8.82	3' 3½" GAUGE.
13,88,388	2.58	8.79	1,65,331	0.31	1.04	..	..	..	15,53,719	2.89	9.83	A. B.
23,58,743	4.75	8.61	3,142	0.00	0.01	..	..	..	23,61,885	4.75	8.62	B. & N. W.
15,93,196	3.44	5.59	2,22,979	0.48	0.78	..	..	..	18,16,175	3.92	6.37	B. B. & C. I.
8,44,873	3.47	5.75	94,921	0.39	0.64	..	..	..	9,39,794	3.86	6.39	Burma
4,86,267	4.35	8.74	91,638	0.82	1.65	..	..	..	5,77,905	5.17	10.4	E. B.
13,77,986	3.10	7.54	2,83,784	0.64	1.56	27,621	0.06	0.15	16,89,391	3.80	9.24	Jodhpur.
6,06,228	6.40	12.2	1,10,826	1.17	2.22	..	..	..	7,17,054	7.57	14.4	M. & S. M.
3,66,410	3.33	11.3	34,961	0.32	1.08	..	..	..	4,01,371	3.65	12.4	N. S.
18,98,569	3.13	8.40	2,31,101	0.38	1.02	18,096	0.03	0.48	20,98,518	3.46	9.28	R. & K
2,67,874	2.52	6.96	49,444	0.46	1.28	..	..	..	3,17,318	2.98	8.24	S. I.
56,829	2.31	7.43	..	..	..	..	.	..	56,829	2.31	7.43	2' 6" & 2' 0" GAUGES.
5,932	0.81	3.89	1,049	0.14	0.69	..	..	..	6,981	0.95	4.58	B. N.
2,165	0.07	0.48	3,637	0.12	0.82	..	..	..	5,802	0.19	1.30	B. B. & C. I.
1,66,221	2.37	2.58	83,367	1.19	1.29	..	..	..	2,49,588	3.56	3.87	E. B.
33,404	3.45	8.88	5,176	0.54	1.37	..	..	..	38,278	3.96	10.2	G. I. P.
												N. W.
												S. I.

39.—Analysis of operating expenses of Class I Railways for the year 1934-35—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings. Replacement and Renewal Works

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. L.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).		
	Total amount	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
288	289	290	291	292	293	294
5' 6" GAUGE.	Rs	As.		Rs.	As.	
Bengal Nagpur	39,24,599	5·09	7·31	44,70,895	5·80	8·33
Bombay, Baroda and Central India	26,52,593	6·74	6·62	26,81,704	6·81	6·69
Eastern Bengal	20,68,698	4·48	6·96	23,43,606	5·08	7·89
East Indian	78,65,722	4·27	6·66	87,97,432	4·78	7·45
Great Indian Peninsula	56,77,698	4·17	6·21	60,08,766	4·41	6·57
Madras and Southern Mahratta	16,47,919	4·20	6·33	*18,90,046	4·81	7·26
Nizam's State	4,22,836	3·73	6·08	4,53,686	4·00	6·52
North Western	61,14,536	4·41	5·10	63,42,581	4·57	5·29
South Indian	6,30,732	3·12	6·84	7,04,203	3·49	7·64
3' 3½" GAUGE.						
Assam-Bengal	8,03,245	3·46	5·90	8,89,595	3·83	6·53
Bengal and North-Western	6,45,372	1·20	4·08	6,95,571	1·29	4·40
Bombay, Baroda and Central India	17,12,365	3·51	6·36	17,63,680	3·55	6·44
Burma	18,08,773	3·90	6·34	18,66,635	4·03	6·55
Eastern Bengal	8,67,671	3·56	5·90	9,22,138	3·79	6·27
Jodhpur	2,18,333	1·95	3·93	6,61,320	5·91	11·9
Madras and Southern Mahratta	9,79,518	2·20	5·36	*11,42,020	2·57	6·25
Nizam's State	3,08,196	3·25	6·18	3,30,547	3·49	6·63
Rohilkund and Kumaon	1,78,953	1·63	5·53	1,79,331	1·63	3·54
South Indian	17,17,198	2·83	7·59	19,89,205	3·28	8·79
2' 6" AND 2' 0" GAUGES.						
Bengal-Nagpur	1,19,902	1·13	3·11	1,30,503	1·23	3·39
Bombay, Baroda and Central India	18,343	0·74	2·40	18,343	0·74	2·40
Eastern Bengal	4,820	0·66	3·16	4,832	0·66	3·17
Great Indian Peninsula	7,192	0·24	1·62	7,192	0·24	1·63
North Western	2,48,626	3·55	3·85	2,51,727	3·59	3·90
South Indian	9,337	0·96	2·48	9,887	1·02	2·63

* Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A.

30.—Analysis of operating expenses of Class I Railways for the year 1934-35 - conclud.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Appropriation to Depreciation Reserve Fund.		
							Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5' 6" GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,30,91,334	24·4	1,79,39,874	33·4	1,72,92,789	32·2	53,76,243	10·0	5,37,00,240
Bombay, Baroda and Central India	85,71,752	21·4	95,80,513	23·9	1,54,43,149	38·6	64,46,196	16·1	4,00,41,610
Eastern Bengal	67,93,223	22·9	78,70,935	26·5	88,93,232	29·9	61,57,762	20·7	2,97,15,152
East Indian	2,44,55,310	20·7	2,96,20,937	25·1	3,99,26,767	33·8	2,40,73,575	20·4	11,80,76,589
Great Indian Peninsula	1,80,37,101	19·7	2,09,72,416	23·0	3,21,86,884	35·2	2,02,38,758	22·1	9,14,35,159
Madras and Southern Mahratta .	56,95,928	21·9	74,07,883	28·5	86,43,733	33·2	42,78,670	16·4	2,60,26,214
Nizam's State	18,79,877	27·0	18,91,980	27·2	22,06,655	31·7	9,78,987	14·1	69,60,499
North Western	2,23,42,970	19·1	2,72,01,665	23·2	4,14,53,237	35·3	2,62,72,770	22·4	11,72,70,642
South Indian	22,69,985	24·6	21,48,513	23·3	34,70,363	38·7	13,26,383	14·4	92,15,244
3' 3½" GAUGE.									
Assam Bengal	34,41,398	25·3	43,24,190	31·8	43,34,294	31·8	15,10,237	11·1	1,36,10,119
Bengal and North Western . . .	37,73,070	23·3	62,98,494	38·8	61,38,619	37·9	†	..	*1,62,10,183
Bombay, Baroda and Central India	70,82,486	25·9	77,54,700	28·3	97,87,914	35·7	27,55,239	10·1	2,73,80,339
Burma	64,75,770	22·7	76,06,918	26·7	90,92,924	31·9	53,36,230	18·7	2,85,11,842
Eastern Bengal	31,43,967	21·4	34,97,335	23·8	45,70,172	31·1	34,87,549	23·7	1,46,99,023
Jodhpur	12,44,780	22·4	13,99,768	25·2	23,53,393	42·3	5,61,871	10·1	55,59,812
Madras and Southern Mahratta .	41,55,552	22·7	54,28,301	29·7	70,65,477	38·6	16,35,644	8·95	1,82,84,974
Nizam's State	14,47,372	29·0	14,68,480	29·5	15,60,158	31·3	5,10,329	10·2	49,86,339
Rohilkund and Kumaon. . . .	8,51,176	26·3	9,93,405	30·7	9,62,673	29·8	4,26,492	13·2	32,33,746
South Indian	60,04,146	26·5	54,20,525	24·0	92,88,848	41·1	19,02,832	8·41	2,26,16,351
2' 6" & 2' 0" GAUGES.									
Bengal Nagpur	8,36,798	21·7	14,57,074	37·8	13,22,517	34·4	2,33,142	6·06	38,49,531
Bombay, Baroda and Central India	1,27,732	16·7	3,15,534	41·3	2,86,505	37·5	34,723	4·54	7,64,494
Eastern Bengal	18,170	11·9	38,487	25·3	54,613	35·8	41,187	27·0	1,52,457
Great Indian Peninsula	28,861	6·49	2,03,467	45·7	2,12,542	47·8	..	..	4,44,870
North Western	9,93,164	16·1	17,06,413	27·7	20,12,208	32·6	14,54,130	23·6	61,65,915
South Indian	1,11,402	29·6	98,269	26·1	1,44,959	38·5	21,703	5·77	3,76,333

* Excludes credits Rs. 4,05,482.

† Included in the preceding Heads:—

State Share .. Rs. 7,72,716

Company's Share .. Rs. 5,23,619

‡ Excludes Rs. 5,14,911, the expenses of Mormugao Harbour.

31.—Statement of Oil Consumption on Class I Railways during the years 1933-34 and 1934-35.

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	{ 1933-34 1934-35	327,362 357,275	425,469 481,450	5.80 5.09	6.78 6.62	538,453 559,219	1.61 1.52
Bombay, Baroda and Central India	{ 1933-34 1934-35	327,751 293,084	141,220 135,805	7.16 6.24	7.17 7.09	178,891 167,130	0.97 0.92
Eastern Bengal	{ 1933-34 1934-35	395,493 479,231	99,451 115,349	8.60 8.81	7.60 7.73	208,937 235,071	1.39 1.31
East Indian	{ 1933-34 1934-35	1,423,652 1,417,180	1,003,642 1,122,395	8.23 8.18	8.06 8.36	1,316,997 1,410,702	1.44 1.45
Great Indian Peninsula	{ 1933-34 1934-35	927,466 917,902	787,131 809,620	7.61 7.75	11.2 11.1	754,890 827,690	1.58 1.68
Madras and Southern Mahratta	{ 1933-34 1934-35	417,290 485,226	198,205 221,733	9.31 10.6	10.3 11.9	274,452 260,057	1.81 1.72
Nizam's State	{ 1933-34 1934-35	98,928 89,929	46,167 55,998	7.76 7.37	8.22 8.56	46,409 49,635	1.11 1.07
North Western	{ 1933-34 1934-35	1,400,256 1,463,698	761,314 816,005	8.70 8.92	11.6 11.9	1,353,314 1,392,567	2.36 2.31
South Indian	{ 1933-34 1934-35	260,606 292,053	59,264 71,999	9.70 10.5	9.26 9.86	67,882 61,340	1.25 1.13
Total	{ 1933-34 1934-35	5,578,786 5,827,493	3,521,863 3,839,360	8.14 8.25	9.09 9.23	4,757,316 4,975,450	1.67 1.65
3' 3½" GAUGE.							
Assam Bengal	{ 1933-34 1934-35	189,129 181,688	23,951 33,292	5.73 5.55	7.75 6.77	136,949 131,653	1.43 1.39
Bengal and North Western	{ 1933-34 1934-35	275,068 271,762	117,396 147,250	4.36 4.61	4.95 5.21	234,494 236,369	1.15 1.15
Bombay, Baroda and Central India	{ 1933-34 1934-35	319,420 309,316	136,911 139,222	5.65 5.42	5.56 5.48	311,088 315,511	1.56 1.09
Burma	{ 1933-34 1934-35	333,155 345,704	189,122 207,882	6.61 6.64	10.1 9.87	168,061 159,621	0.90 0.83
Eastern Bengal	{ 1933-34 1934-35	170,217 177,428	58,976 61,326	6.63 6.42	5.44 5.59	114,031 127,174	1.03 1.10
Jodhpur	{ 1933-34 1934-35	83,721 79,722	15,678 20,868	5.77 5.26	5.15 4.74	47,502 47,435	0.97 0.81
Madras and Southern Mahratta	{ 1933-34 1934-35	330,245 310,376	209,688 217,839	6.70 7.05	7.91 8.44	138,660 133,568	0.89 0.88
Nizam's State	{ 1933-34 1934-35	89,621 81,428	30,546 34,052	6.97 7.10	8.36 8.61	20,910 20,030	0.74 0.67
Rohilkund and Kumaon	{ 1933-34 1934-35	62,993 62,441	5,897 9,469	4.20 4.11	3.21 4.14	44,060 44,190	1.39 1.30
South Indian	{ 1933-34 1934-35	406,848 426,610	91,893 98,672	5.71 5.83	5.83 6.08	269,421 293,788	1.57 1.64
Total	{ 1933-34 1934-35	2,251,317 2,276,674	880,058 973,772	5.81 5.81	6.68 6.77	1,517,279 1,642,203	1.21 1.10

31.—Statement of Oil Consumption on Class I Railways during the years 1933-34 and 1934-35.—concl'd.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" AND 2' 0" GAUGES.			
Bengal Nagpur	1933-34	84,291	3.92
	1934-35	79,969	3.74
Bombay, Baroda and Central India	1933-34	25,643	5.81
	1934-35	24,240	5.58
Eastern Bengal	1933-34	7,241	6.41
	1934-35	8,048	6.70
Great Indian Peninsula	1933-34	51,439	9.94
	1934-35	52,088	10.4
North Western	1933-34	118,427	8.72
	1934-35	119,121	8.87
South Indian	1933-34	7,485	4.49
	1934-35	7,617	4.65
Total	1933-34	294,526	6.21
	1934-35	291,083	6.19

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Physical Statistics.</i>				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan.	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3-01. Route mileage	1934 ..	21·25	†44·00	18·14
	1935 ..	21·25	44·00	18·14
3-02. Track mileage (excluding sidings) ..	1934 ..	60·54	†88·00	36·28
	1935 ..	62·54	88·00	36·28
4. Mileage open for electric service on 31st March.	1934 ..	21·25	†44·00	18·14
	1935 ..	21·25	44·00	18·14
5. No. of sub-power stations on 31st March ..	1934 ..	3	†4	4
	1935 ..	3	4	4
6. No. of electric railway stations on 31st March	1934 ..	21	†28	14
	1935 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	1934 ..	†61·00	†40·98	||65·06
	1935 ..	†61·00	40·98	41·49
<i>Rolling Stock.</i>				
8. Average authorised stock (in units)—				
8-01. Motor coaches	1933-34 ..	40	§53	24
	1934-35 ..	40	§53	24
8-02. Trailer coaches	1933-34 ..	120	153	48
	1934-35 ..	120	153	48
9. Average number on line (in units)—				
9-01. Motor coaches	1933-34 ..	40	§53	19
	1934-35 ..	40	§53	24
9-02. Trailer coaches	1933-34 ..	120	153	37
	1934-35 ..	120	153	48
9-03. Train units*	1933-34 ..	40	51	19
	1934-35 ..	40	51	24
10. Average number under or awaiting repairs (in units)—				
10-01 Motor coaches	1933-34 ..	1	11	1
	1934-35 ..	4	10	..
10-02. Percentage of item 9-01	1933-34 ..	2·92	20·8	3·74
	1934-35 ..	10·0	18·9	1·67
10-03. Trailer coaches	1933-34 ..	4	17	1
	1934-35 ..	10	18	1
10-04 Percentage of item 9-02	1933-34 ..	2·92	11·1	3·74
	1934-35 ..	8·33	11·8	1·67

* A "train unit" is a motor coach and three trailers.

† Overhead 26·50 miles and underground 34·50 miles.

‡ Revised Figures.

§ Includes 2 spare motor coaches.

|| Overhead 43·16 miles and underground 21·90 miles.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway. 3	Great Indian Peninsula Railway. 4	South Indian Railway. 5
1	2			
<i>Rolling Stock—contd.</i>				
11. Average number available for use (in units)—				
11-01. Motor coaches	1933-34 ..	39	42	18
	1934-35 ..	36	43	24
11-02. Trailer coaches	1933-34 ..	116	136	36
	1934-35 ..	110	135	47
12. Average number in use daily (in units)—				
12-01. Motor coaches	1933-34 ..	35	37	14
	1934-35 ..	35	37	19
12-02. Trailer coaches	1933-34 ..	104	111	28
	1934-35 ..	87	111	38
12-03. Train units*	1933-34 ..	35	37	14
	1934-35 ..	35	37	19
13. Average number spare or stored in good repair (in units)—				
13-01. Motor coaches	1933-34 ..	4	5	4
	1934-35 ..	1	6	5
13-02. Trailer coaches	1933-34 ..	12	25	8
	1934-35 ..	23	24	9
<i>Operating Statistics.</i>				
14. Train miles—Passenger—				
14-01. Total unit traffic trains ..	1933-34 ..	159,472	824,136	205,702
	1934-35 ..	142,860	843,878	247,890
14-02. Total two unit traffic trains ..	1933-34 ..	943,895	1,112,438	334,870
	1934-35 ..	958,387	1,146,667	286,775
14-02(a). Total three unit traffic trains	1933-34 ..	Nil	Nil	8,486
	1934-35 ..	Nil	Nil	6,097
14-02 (b) Total four unit traffic trains	1933-34 ..	Nil	Nil	52
	1934-35 ..	Nil	Nil	10
14-03. Total traffic trains	1933-34 ..	2,047,262	3,049,012	901,108
	1934-35 ..	2,059,634	3,137,212	839,771
14-04. Other trains	1933-34 ..	35,619	26	Nil
	1934-35 ..	34,346	Nil	Nil
15. Hours—				
15-01. Traffic trains	1933-34 ..	103,171	135,413	41,035
	1934-35 ..	103,171	140,389	38,290
15-02. Other	1933-34 ..	2,698	27,885	Nil
	1934-35 ..	2,582	26,222	Nil
15-03. Total	1933-34 ..	105,869	163,298	41,035
	1934-35 ..	105,753	166,611	38,290
16. Vehicle miles (in units)—				
16-01. Passenger trains	1933-34 ..	8,189,048	12,196,048	2,703,216
	1934-35 ..	7,439,602	12,548,848	2,519,313
16-02. Other trains	1933-34 ..	142,476	104	Nil
	1934-35 ..	124,939	Nil	Nil

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
		3	4	5
1	2			
Operating Statistics—contd.				
17 Train usage—				
17-01. Train unit miles per day per train unit in use.	1933-34 ..	164	226	176
	1934-35 ..	164	232	121
17-02. Train unit miles per day per train unit on line.	1933-34 ..	143	164	132
	1934-35 ..	143	169	96
18. Train usage—				
18-01. Train unit hours per day per train unit in use.	1933-34 ..	8.33	12.1	8.03
	1934-35 ..	8.28	12.3	5.52
18-02. Train unit hours per day per train unit on line.	1933-34 ..	7.25	8.77	6.03
	1934-35 ..	7.24	8.95	4.37
19. Vehicle usage—				
19-01. Motor coach miles per day per motor coach on line (in units).	1933-34 ..	143	164	132
	1934-35 ..	143	169	96
19-02. Trailer coach miles per day per trailer coach unit on line.	1933-34 ..	143	164	132
	1934-35 ..	125	169	96
20. Motor coach failures—				
20-01. Number	1933-34 ..	2	61	20
	1934-35 ..	Nil	202	11
20-02. Motor coach miles per motor coach failure (in units).	1933-34 ..	115,716	49,984	45,055
	1934-35 ..	Nil	15,531	76,343
21. Power supply failures—				
21-01. Failures originating at source of supply	1933-34 ..	Nil	Nil	7
	1934-35 ..	Nil	Nil	5
21-02. Failures originating at sub-station	1933-34 ..	Nil	1	10
	1934-35 ..	Nil	Nil	10
21-03. Failures on account of overhead track equipment.	1933-34 ..	Nil	3	9
	1934-35 ..	Nil	10	24
22. Number of passengers carried—				
22-01. First Class	1933-34 ..	23,474	17,536	6,753
	1934-35 ..	23,631	16,666	3,472
22-02. Second Class	1933-34 ..	1,517,153	644,514	153,145
	1934-35 ..	1,378,520	631,725	155,240
22-03. Third Class	1933-34 ..	32,090,681	28,191,060	7,549,777
	1934-35 ..	32,903,827	28,438,194	7,546,624
22-04. Total	1933-34 ..	33,631,308	28,853,110	7,709,675
	1934-35 ..	34,305,978	29,080,585	7,705,336

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35—concl'd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
<i>Operating Statistics—concl'd.</i>				
23. Passenger miles—				
23.01. First Class	1933-34 ..	197,912	227,658	42,7
	1934-35 ..	195,701	198,862	23,952
23.02. Second Class	1933-34 ..	10,381,803	4,667,037	1,081,027
	1934-35 ..	9,568,932	4,732,474	1,108,122
23.03. Third Class	1933-34 ..	232,006,188	206,189,834	48,774,905
	1934-35 ..	238,497,701	208,776,576	46,845,024
23.04. Total	1933-34 ..	242,585,903	211,084,529	49,898,642
	1934-35 ..	248,262,334	213,707,912	47,977,098
24. Earnings from passengers carried—				
24.01. First Class	1933-34 ..	8,593	7,997	1,568
	1934-35 ..	7,561	7,302	895
24.02. Second Class	1933-34 ..	2,38,544	1,09,533	17,253
	1934-35 ..	2,18,315	1,04,496	16,774
24.03. Third Class	1933-34 ..	28,00,011	24,73,593	6,70,144
	1934-35 ..	28,20,096	24,67,381	6,30,312
24.04. Total	1933-34 ..	30,47,148	25,91,123	6,88,965
	1934-35 ..	30,45,972	25,79,179	6,47,981
25. Earnings from, and cost of, electric train working—				
25.01. Earnings per passenger mile. Pies	1933-34 ..	2.41	2.36	2.65
	1934-35 ..	2.36	2.32	2.59
25.02. Cost per passenger mile. Pies	1933-34 ..	1.84	3.22	1.67
	1934-35 ..	1.62	3.36	1.35
25.03. Earnings per train mile. Rs.	1933-34 ..	1.50	0.85	0.76
	1934-35 ..	1.52	0.82	0.77
25.04. Cost per train mile. Rs.	1933-34 ..	1.11	1.16	0.46
	1934-35 ..	1.02	1.19	0.40
26. Gross ton miles (including Departmental)	1933-34 ..	437,067,105	549,867,078	68,390,546
	1934-35 ..	404,027,347	564,943,665	63,819,532
27. Power used—				
27.01. Total power for traction and train lighting kilo-watt hours.	1933-34 ..	29,235,589	37,344,798	6,016,425
	1934-35 ..	27,281,711	38,485,374	5,047,623
27.02. Kilo-watt hours per train unit mile	1933-34 ..	14.0	12.6	6.37
	1934-35 ..	13.0	12.6	5.67
27.03. Kilo-watt hours per 1,000 gross ton miles	1933-34 ..	66.9	70.0	73.1
	1934-35 ..	67.5	70.0	63.1
28. Lubricating oil used for all purposes (including Departmental)—				
28.01. Total pints	1933-34 ..	45,945	140,427	12,499
	1934-35 ..	41,147	139,778	13,609
28.02. Pints per 1,000 vehicle miles	1933-34 ..	5.51	11.5	4.62
	1934-35 ..	5.44	11.1	5.40

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1933-34 and 1934-35.

(i) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal-Nagpur . . . {	1933-34	2	2	9	12.1	Nil	Nil	28.4
	1934-35	2	2	11	15.6	1	11,375	33.9
Eastern Bengal . . . {	1933-34	1	1	Nil	Nil	Nil	Nil	Nil
	1934-35	1	1	Nil	Nil	Nil	Nil	Nil
East Indian . . . {	1933-34	3	3	47	42.7	5	9,359	10.7
	1934-35	3	3	46	42.0	1	45,991	9.77
Great Indian Peninsula . . {	1933-34	1	1	Nil	Nil	Nil	Nil	Nil
	1934-35	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North-Western . . . {	1933-34	8	7	163	64.0	Nil	Nil	17.6
	1934-35	7	7	161	63.1	3	53,771	16.4
Total {	1933-34	15	14	219	42.9	5	43,506	16.6
	1934-35	13	13	218	46.1	5	43,736	15.0
3' 3½" GAUGE.								
Bombay Baroda & Central India. {	1933-34	3	3	52	74.0	Nil	Nil	16.9
	1934-35	3	3	71	65.0	2	35,389	16.4
Eastern Bengal . . . {	1933-34	2	2	12	16.0	3	3,505	26.4
	1934-35	2	2	..	0.20	Nil	Nil	16.6
Nizam's State . . . {	1933-34	2	2	3	7.00	Nil	Nil	22.3
	1934-35	2	2	1	1.00	1	1,027	29.0
Total {	1933-34	7	7	99	38.8	3	32,889	18.4
	1934-35	7	7	72	28.2	3	23,984	16.6
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur . . . {	1933-34	3	3	16	14.5	2	7,962	20.5
	1934-35	3	3	22	19.0	4	5,456	20.7
North Western . . . {	1933-34	3	3	7	6.63	Nil	Nil	15.1
	1934-35	3	3	38	31.6	Nil	Nil	12.6
Total {	1933-34	6	6	23	10.5	2	11,593	18.8
	1934-35	6	6	60	27.2	4	14,914	15.6

(ii) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
North-Western . . . {	1933-34	1	1	4	10.0	Nil	Nil	8.52
	1934-35	1	1	6	17.1	Nil	Nil	8.87
3' 3½" GAUGE.								
South Indian . . . {	1933-34	3	3	27	24.4	Nil	Nil	15.0
	1934-35	3	3	28	25.7	3	9,375	13.3
2' 6" GAUGE.								
North-Western. . . {	1933-34	7	7	65	25.5	1	65,159	18.6
	1934-35	7	7	56	23.3	1	56,424	16.3

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1935.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE). [†]							GOODS WAGONS [‡] (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			RAILWAY SERVICE VEHICLES. [†]	
					Passenger carriages.				Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' car- riages).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).	
					Num- ber.	Seats by classes										
						1st.	2nd.	Inter.								Third.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bengal Doonars . . .	19	..	..	..	59	125	93	374	2,608	8	67	435	15	450	5	10
Bhavnagar State . . .	35	1	..	..	127	174	416	..	6,489	50	177	1,021	4	1,025	10	16
Bikaner State . . .	55	..	..	..	134	198	255	393	6,249	33	167	1,210	..	1,210	15	56
Dibru-Sadiya . . .	32	..	..	..	46	167	128	157	2,449	20	66	1,454	118	1,572	8	4
Gaekwar's Baroda State	19	..	..	..	155	90	133	..	4,888	..	155	319	8	327	3	11
Gondal . . .	23	..	..	..	88	152	318	..	2,809	21	109	377	..	377	3	31
Jamnagar Dwarka . . .	19	3	..	..	50	89	178	..	1,593	21	71	600	4	604	4	4
Junagad State . . .	17	2	..	..	116	130	361	..	2,812	15	131	334	15	349	7	16
Morvi . . .	21	3	..	..	96	152	288	..	2,884	25	121	297	..	297	..	2
Mysore . . .	42	1	..	..	134	117	256	243	5,186	24	158	532	..	532	24	31
Total . . .	282	10	..	..	1,005	1,394	2,426	1,167	37,967	217	1,222	6,579	164	6,743	79	181
2' 6" Gauge.																
Barsi Light . . .	34	1	2	..	117	..	298	..	5,007	†3	120	275	3	278	..	14
Gaekwar's Baroda State	39	2	(b)5	..	302	93	180	..	6,267	11	313	1,255	26	1,281	13	21
Mysore . . .	10	..	..	..	27	..	30	..	1,352	..	27	77	..	77	2	10
Shahdara (Delhi) Saha- ranpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	250	4	254	4	1
Total . . .	93	3	7	..	495	110	514	84	13,903	15	510	1,857	33	1,890	19	46
2' 0" Gauge.																
Darjeeling-Himalayan .	35	2	..	..	108	234	266	..	2,189	26	134	526	..	526	..	..
Mysore . . .	6	..	..	..	5	..	18	..	98	..	5	47	..	47	..	4
Total . . .	41	2	..	..	113	234	284	..	2,287	26	139	573	..	573	..	4
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Porbandar State . . .	6	..	..	..	17	12	55	..	539	8	25	315	3	318	2	12
Udaipur-Chitorgarh . .	15	..	..	..	49	24	56	78	2,278	11	60	89	..	89	2	..
Total . . .	21	..	..	..	66	36	111	78	2,817	19	85	404	3	407	4	12
2' 6" Gauge.																
Ahmadpur-Katwa . . .	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light . .	6	..	..	..	32	32	..	68	710	4	36	73	..	73	..	1
Bankura-Damodar Ri- ver.	7	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(c)1
Baraset-Basirhat Light	10	..	..	..	38	63	..	227	1,105	3	41	64	..	64	..	3
Carried over . . .	28	..	..	..	116	134	39	471	2,895	17	133	231	..	231	..	5

* Brake vans.

† Includes one Inspection saloon and two Brake Vans.

(b) Includes 4 Internal Combustion Coaches.

‡ In units.

(c) Inspection motor trollies.

34.—Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1935—concl'd.

Railway.	Loco- mo- tives.	Rail Motor Cars.	Steam Coach- es.	Elec- tric Motor Coach- es.	‡ COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							GOODS WAGONS‡ (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			‡ RAILWAY SERVICE VEHICLES	
					Passenger carriages.					Other coach- ing vehic- les.	Total.	Cover- ed and open wag- ons.	Special wa- gons.	Total.	Coach- ing (in- clud- ing offi- cers' carriage- s).	Goods (including inspection trolleys, Travelling cranes and Dummy Trucks).
					Num- ber.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Borught forward .	28	..	..	..	116	134	39	471	2,895	17	133	231	..	231	..	5
CLASS III RAIL- WAYS—concl'd.																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	17	30	24	78	486	..	17	68	..	68	..	3
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	\$1
Cutch State .	5	1	..	..	16	..	90	..	424	..	16	49	1	50	..	2
Dehri-Rohas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	116	3	119	..	
Fatwah-Islampur .	3	..	..	..	9	12	.	39	350	..	9	28	..	28	..	..
Jessore—Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	†
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezapore-Balipara Light.	4	..	..	..	19	12	..	40	670	*4	23	91	..	91	..	..
Total .	80	4	1	..	279	298	225	930	7,493	38	317	848	4	852	3	18
2' 0" Gauge.																
Gwalior Light .	26	..	..	..	68	44	124	..	1,952	16	84	347	7	354	8	11
Howrah-Amta Light .	19	..	..	..	119	88	..	358	2,684	13	132	80	..	80	..	1
Howrah-Sheakhala Light.	3	..	..	..	22	36	..	52	577	..	22	11	..	11	..	2
Jagadhri Light .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekarapatnam Light.	†4	6	..	..	24	..	..	..	746	..	24	45	..	45	..	(\$)2
Matheran Light .	2	3	..	..	30	70	75	..	140	(b)2	32	17	*2	19	2	(a)3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	65	13	..	..	300	266	221	514	6,680	37	337	586	11	597	10	23

* Brake vans.

† Motor Locomotives.

(a) Includes one motor trolley.

†† Figures are not available.

‡ In units.

§ Inspection motor trollies.

(b) Saloons.

35.—Statement of Net Additions to and reductions from Equipment of Class II and III Railways during the year 1934-35.

Railway.	Loco-motives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	↑ COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							↑ GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			↑ RAILWAY SERVICE VEHICLES.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trolleys, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes.										
						1st	2nd	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS. 3' 3½" Gauge																
Bhavnagar State	2	..	..	..	2	..	..	..	184	6	8	284	—5	270	..	1
Bikaner State. . . . .	..	..	..	..	—1	2	—9	15	—53	—1	—2	—2	..	—2	..	2
Dibru Sadiya . . . . .	..	..	..	..	..	..	..	10	—12	..	..	—9	..	—9	..	..
Gaekwar's Baroda State . . . . .	..	..	..	..	31	36	61	..	872	..	31	20	1	21	1	2
Gondal . . . . .	..	..	..	..	—3	—6	—30	..	—31	—2	—5	—31	..	—31	—1	..
Jamnagar Dwarka	—2	1	..	..	1	10	—6	..	2	3	4	—4	..	—4	—1	..
Junagad State . . . . .	..	2	..	..	6	8	..	..	276	2	8	31	1	32	..	..
Morvi	1	1	..	..	1	..	..	..	53	..	1	45	..	45	..	..
Mysore	4	..	..	..	1	—4	—6	..	172	..	1	—2	..	—2	..	..
Total	5	4	..	..	38	46	10	25	1,463	8	46	332	—3	329	—1	5
2' 6" Gauge.																
Barsi Light	—1	..	..	..	..	—104	20	..	44	..	..	..	..	..	—1	..
Gaekwar's Baroda State . . . . .	..	..	..	..	..	..	..	..	—28	..	..	9	..	9	..	..
Mysore	3	..	..	..	..	—30	—24	..	166	..	..	..	..	..	..	..
Shahdara (Dolhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	25	..	25	..	..
Total	2	..	..	..	..	—134	—4	..	182	..	..	34	..	34	—1	..
2' 0" Gauge.																
Darjeeling Himalayan . . . . .	..	..	..	..	—1	..	..	..	—16	..	—1	—4	..	—4	..	..
Mysore . . . . .	..	..	..	..	..	..	2	..	—10	..	..	..	..	..	..	2
Total . . . . .	..	..	..	..	—1	..	2	..	—26	..	—1	—4	..	—4	..	..
CLASS III RAILWAYS. 3' 3½" Gauge.																
Porbandar . . . . .	..	..	..	..	..	..	..	..	..	..	..	—17	..	—17	..	..
Udaipur-Chitorgarh	3	..	..	..	2	—16	—22	—2	318	..	2	4	..	4	..	..
Total	3	..	..	..	2	—16	—22	—2	318	..	2	—13	..	—13	..	..
2' 6" Gauge.																
Arrah-Sasaram Light . . . . .	..	..	..	..	1	..	..	—18	..	..	1	..	..	..	—2	..
Bankura-Domodar River	—2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baraset Basirhat Light	1	..	..	..	—3	—8	..	90	—83	..	—3	..	..	..	—2	1
Bukhtiarpur-Bihar Light . . . . .	..	..	..	..	—3	—4	—4	—48	44	—3	—6	..	..	..	—1	1
Cutch State . . . . .	..	..	..	..	..	..	..	..	..	..	..	10	1	11	..	..
Dehri Rohtas Light . . . . .	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..
Futwah-Islampur . . . . .	..	..	..	..	1	..	..	..	..	..	1	..	..	..	—1	..
Tezporo-Balipatn . . . . .	..	..	..	..	..	—6	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—3	—18	—4	24	—39	—3	—6	10	1	11	—6	..
2' 0" Gauge.																
Gwalior Light . . . . .	..	..	..	..	—6	..	—6	..	—139	—1	—7	—6	7	1	..	..
Howrah-Amta Light . . . . .	..	..	..	..	—5	..	..	38	—68	..	—5	..	..	..	—2	..
Howrah Sheakhala Light	—1	..	..	..	—3	8	..	—2	—90	—1	—4	..	..	..	..	..
Jagadhri Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kulasekarapatnam Light . . . . .	..	—1	..	..	..	..	..	..	—22	..	..	..	..	..	..	..
Matheran Light	—2	..	..	..	..	5	5	..	12	..	..	—3	..	—3	..	..
Trivellore Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—3	—1	..	..	—14	13	—1	36	—307	—2	—16	—9	7	—2	—2	..

†In units.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total (= Col. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Barsi Light	2' 6" {	1933-34	1	3.2	..	922.4	925.7	139.3	1	4.0	..	1,060.9	1,065.0
		1934-35	..	2.8	..	851.4	854.2	133.2	..	3.5	..	985.0	992.4
Bengal Doonars	3' 3½" {	1933-34	1.1	2.1	18.4	1,052.0	1,074.5	44.4	1.3	2.5	19.4	1,035.7	1,113.9
		1934-35	1.1	2.1	17.0	1,050.7	1,070.0	35.0	1.2	2.5	17.8	1,035.0	1,106.5
Bhavnagar State	3' 3½" {	1933-34	9	20.6	..	2,390.9	2,412.4	435.7	1.6	26.6	..	2,819.9	2,848.1
		1934-35	1.0	20.0	..	2,690.4	2,712.3	337.3	1.5	27.0	..	3,021.1	3,049.6
Bikaner State	3' 3½" {	1933-34	6	4.7	11.6	1,671.8	1,688.7	158.1	9	6.1	13.7	1,526.1	1,546.8
		1934-35	1.0	5.2	11.0	1,570.8	1,583.0	174.8	1.3	0.0	12.0	2,041.7	2,062.8
Darjeeling Himalayan	2' 0" {	1933-34	6	10.4	..	567.3	575.3	11.7	1.1	13.5	..	675.4	690.0
		1934-35	8	7.4	..	613.8	622.0	10.6	1.1	10.3	..	621.2	632.6
Dibru Sadiya	3' 3½" {	1933-34	3.9	6.3	27.1	1,391.3	1,428.6	56.2	4.2	6.8	28.6	1,445.2	1,484.8
		1934-35	3.1	5.5	28.5	1,312.5	1,340.0	48.4	3.4	6.1	20.7	1,358.8	1,398.0
Gachwar's Baroda State	3' 3½" {	1933-34	2	6.4	..	3,170.0	3,176.6	702.2	7	10.9	..	3,567.2	3,878.5
		1934-35	3	7.2	..	3,381.2	3,391.7	756.3	1.2	12.5	..	4,131.3	4,148.0
	2' 6" {	1933-34	7	18.3	..	2,854.3	2,873.3	189.6	7	19.3	..	3,012.9	3,062.9
		1934-35	5	19.5	..	2,772.5	2,792.5	192.7	5	20.4	..	2,964.3	2,985.2
Gondal	3' 3½" {	1933-34	5	15.1	..	1,670.1	1,685.7	771.9	1.5	29.9	..	2,426.2	2,457.6
		1934-35	4	13.1	..	1,476.0	1,489.5	739.0	1.3	27.1	..	2,201.0	2,229.4
Howrah-Amra Light	2' 0" {	1933-34	4.0	..	50.4	2,435.8	2,490.2	3	4.0	..	50.4	2,436.1	2,490.5
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jamnagar Dwarka	3' 3½" {	1933-34	1.1	8.0	..	614.6	623.7	84.9	1.4	10.5	..	696.7	708.6
		1934-35	1.2	8.4	..	641.7	651.3	87.3	1.6	11.3	..	725.7	738.6
Junagadh State	3' 3½" {	1933-34	8	18.9	..	1,695.5	1,715.2	243.1	1.1	24.0	..	1,933.2	1,958.3
		1934-35	1.1	16.8	..	1,817.8	1,865.7	238.4	1.3	21.6	..	2,081.2	2,104.1
Morvi	3' 3½" {	1933-34	8	9.3	..	623.9	634.0	319.4	2.0	20.4	..	931.0	953.4
		1934-35	8	10.7	..	735.7	747.2	339.3	2.3	23.3	..	1,060.9	1,086.5
Mysore	3' 3½" {	1933-34	1.7	20.4	40.0	3,089.4	3,151.5	98.5	1.9	21.8	41.6	3,185.0	3,250.3
		1934-35	1.8	19.9	40.2	2,970.3	3,041.2	100.8	2.0	21.1	41.7	3,077.2	3,142.0
	2' 6" {	1933-34	..	1.0	..	596.3	597.3	16.2	..	1.1	..	612.4	613.5
		1934-35	..	9	..	647.3	648.2	18.0	..	1.0	..	665.2	666.2
Shahdara (Delhi)-Saharanpur Light.	2' 0" {	1933-34	..	1	..	41.1	41.2	1	..	1	..	41.2	41.3
		1934-35	..	1	..	41.7	41.8	2	..	2	..	41.8	42.0
	2' 6" {	1933-34	5	5.5	6.4	948.7	961.1	17.7	5	5.5	6.7	966.1	978.8
		1934-35	2	5.9	6.3	940.4	952.8	40.3	2	5.7	6.5	980.7	993.1
TOTAL CLASS II RAILWAYS		1933-34	17.5	150.3	153.9	25,736.3	26,058.0	3,289.6	23.0	203.0	160.4	28,941.2	29,347.6
		1934-35	13.3	146.4	103.0	23,856.2	24,118.0	3,258.1	18.0	200.5	108.6	27,049.0	27,377.0
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2' 6" {	1933-34	..	4	3.7	216.6	220.7	6.4	..	4	4.2	222.5	227.1
		1934-35	..	4	3.3	209.5	213.2	5.9	1	4	3.7	214.9	219.1
Arrah-Sasaram Light	2' 6" {	1933-34	8	..	5.3	395.0	401.1	2.8	8	..	5.3	397.8	403.9
		1934-35	5	..	5.2	389.1	394.8	2.3	5	..	5.3	391.3	397.1
Bankura-Damodar River	2' 6" {	1933-34	..	4	1.4	166.4	168.2	1.3	..	4	1.6	167.5	169.5
		1934-35	..	4	1.5	154.5	156.4	1.0	..	4	1.6	155.4	157.4
Baraset-Basirhat Light	2' 6" {	1933-34	4.2	..	44.1	1,312.1	1,360.4	1.4	4.2	..	44.3	1,313.3	1,361.8
		1934-35	4.3	..	44.1	1,205.3	1,253.7	1.2	4.3	..	44.1	1,206.5	1,254.0
Bengal Provincial	2' 6" {	1933-34	1	7	5.4	366.4	372.6	77.6	1	1.2	7.7	411.2	450.2
		1934-35	1	8	5.4	357.0	364.2	65.2	1	1.2	7.6	420.5	429.4

Columns 4 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Shown under class III Rlys.

Class II and III Railways for the years 1933-34 and 1934-35.

PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.					EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Ry.
9	238	..	37,690	37,937	62.9	59.1	..	35.5	35.6	1	12	..	7.85	7.98	Bansi Light.
2	192	..	33,237	33,431	56.6	54.7	..	33.6	33.7	..	10	..	6.92	7.02	
32	61	310	20,089	20,492	25.2	24.6	16.0	18.3	18.3	6	4	8	3.32	3.50	Bengal Doonam.
35	66	289	19,688	20,078	27.4	26.8	16.2	18.1	18.1	8	4	8	3.26	3.46	
109	1,466	..	77,208	78,783	68.1	55.1	..	27.4	27.7	10	65	..	13.73	14.48	Bavnagar State.
108	1,424	..	82,023	83,555	72.0	52.7	..	27.2	27.4	10	63	..	14.56	15.29	
78	377	789	69,561	70,805	86.7	61.8	57.6	38.1	38.3	10	23	23	14.49	15.05	Bikaner State.
93	405	782	76,010	77,290	71.6	58.7	60.6	37.2	37.5	12	25	22	15.84	16.43	
47	518	..	8,369	8,934	44.5	38.3	..	14.5	15.1	13	50	..	2.32	2.95	Darjeeling Himalayan.
41	397	..	9,118	9,556	38.9	38.3	..	14.7	15.1	8	36	..	2.26	2.70	
90	167	649	20,306	21,212	21.4	24.6	22.7	14.1	14.3	8	8	19	4.23	4.58	Dibru Sadiya.
77	146	645	19,179	20,047	20.0	22.0	19.0	13.0	13.0	7	7	18	4.00	4.32	
28	239	..	64,716	65,043	36.2	27.5	..	16.7	16.8	3	19	..	12.61	12.83	Gaekwar's Baroda State.
46	324	..	67,704	68,074	37.4	25.9	..	16.4	16.4	5	20	..	13.23	13.48	
27	371	..	40,647	41,045	35.9	19.3	..	13.4	13.4	4	17	..	10.45	10.66	Gondal.
18	377	..	39,505	39,900	34.2	18.6	..	13.3	13.4	2	18	..	10.06	10.26	
65	1,048	..	53,166	56,279	43.4	35.1	..	22.7	22.9	6	48	..	10.10	10.64	Howrah Amta Light.
60	988	..	52,052	53,100	45.4	36.5	..	23.6	23.8	5	46	..	9.34	9.85	
83	..	518	31,754	32,355	20.0	..	10.0	13.0	12.0	4	..	14	6.90	7.08	Jamnagar Dwarka.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
85	558	..	24,977	25,623	60.0	53.2	..	35.9	36.2	9	30	..	5.59	5.95	Junagad State.
102	632	..	26,401	27,135	63.3	56.0	..	36.4	36.7	11	34	..	5.93	6.38	
44	651	..	38,236	38,931	38.9	27.2	..	19.8	19.9	4	30	..	6.92	7.26	Morvi.
43	615	..	40,433	41,091	31.8	28.5	..	19.4	19.5	4	28	..	7.33	7.65	
136	1,265	..	37,634	39,035	67.1	62.0	..	40.4	40.9	13	61	..	6.92	7.66	Mysore.
155	1,406	..	40,901	42,462	65.8	60.4	..	38.6	39.1	15	68	..	7.53	8.36	
120	1,021	1,967	75,685	78,793	63.2	46.8	47.3	23.8	24.2	15	49	61	14.19	15.44	Shahdara (Delhi) Saharanpur Light.
143	1,229	2,047	75,084	78,503	71.5	58.2	49.1	24.4	25.0	14	48	58	13.57	14.77	
..	26	..	10,554	10,580	..	23.6	..	17.2	17.2	..	1	..	1.75	1.76	Total Class II Rys.
..	17	..	11,734	11,751	..	17.0	..	17.6	17.6	..	1	..	1.80	1.81	
..	2	..	656	658	..	20.0	..	15.9	15.9	..	..	..	12	12	CLASS III Rys.
..	2	..	666	668	..	10.0	..	15.0	15.0	..	..	..	12	12	
17	144	159	22,119	22,439	35.0	26.0	23.0	23.0	22.0	1	7	6	4.61	4.75	Ahmadpur Katwa.
8	144	152	22,277	22,581	30.0	21.0	23.0	22.0	22.0	..	7	6	4.64	4.77	
973	8,212	4,392	635,367	648,944	42.3	40.5	27.4	21.9	22.1	1,07	4,24	1,31	1,26,10	1,32,72	Arrah Sasaram Light.
931	8,364	3,915	616,012	620,222	49.3	41.7	36.0	22.8	23.0	1,01	4,15	1,12	1,20,39	1,26,67	
..	7	56	2,498	2,561	..	17.5	13.3	11.2	11.3	..	1	2	78	81	Pankura-Damodar River.
1	7	53	2,531	2,592	10.0	17.5	14.3	11.8	11.8	..	1	2	79	82	
27	..	161	8,367	8,555	34.0	..	30.0	21.0	21.0	2	..	6	1.96	2.04	Baraset-Basirhat Light.
18	..	167	8,372	8,557	33.0	..	31.0	21.0	21.0	1	..	7	1.96	2.04	
..	8	30	2,627	2,665	..	20.0	18.8	15.7	15.7	..	1	1	82	84	Bengal Provincial.
..	8	33	2,479	2,520	..	20.0	20.6	16.0	16.0	..	1	1	77	79	
87	..	754	19,300	20,141	20.0	..	17.0	14.0	14.0	4	..	20	3.61	3.85	Bengal Provincial.
100	..	746	17,850	18,705	25.0	..	16.0	14.0	14.0	4	..	20	3.27	3.51	
1	7	52	4,849	4,909	5.43	5.83	6.75	11.0	10.9	..	..	2	71	73	Bengal Provincial.
..	7	47	2,701	2,818	4.38	5.66	6.14	6.23	6.76	..	..	2	70	72	

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1933-34 and 1934-35—contd.

Railway.	Gauge.	Year.	AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (In thou- sands).	Average rate a ton of goods was car- ried.	Earnings from tons carried (in thou- sands). (Excluding refunds).	Average rate charged for carry- ing a ton of goods one mile. (In pica.)
			1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other traf- fic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.														
Barsi Light	2' 6"	1933-34	16.0	10.0	..	4.00	4.01	130	53	183	11,216	61.3	10,48	17.2
		1934-35	16.0	10.0	..	4.00	4.00	110	66	186	10,785	58.2	9,70	17.3
Bengal Doars	3' 3½"	1933-34	21.4	12.0	5.35	3.00	3.10	137	98	235	16,248	62.0	15,57	18.4
		1934-35	24.6	12.0	5.34	3.00	3.10	164	111	275	16,985	61.8	16,13	18.2
Bhavnagar State	3' 3½"	1933-34	17.6	8.51	..	3.41	3.53	366	160	526	30,453	57.2	17,03	10.7
		1934-35	17.8	8.49	..	3.41	3.51	456	169	625	33,476	53.6	17,43	10.0
Bikaner State	3' 3½"	1933-34	24.6	11.7	5.60	4.00	4.00	220	135	355	42,669	119.2	18,24	8.20
		1934-35	24.8	11.0	5.40	4.00	4.08	281	133	414	49,000	118.4	19,51	7.64
Darjeeling Himalayan	2' 0"	1933-34	51.1	18.6	..	5.32	6.34	104	43	147	4,435	30.3	11,64	50.4
		1934-35	39.1	17.5	..	4.74	5.43	117	35	152	4,658	30.0	12,28	51.7
Dibru Sadiya	3' 3½"	1933-34	17.1	9.20	5.62	4.00	4.15	393	56	359	12,475	34.7	14,46	22.3
		1934-35	18.0	9.00	5.50	4.00	4.00	326	58	384	13,377	35.0	16,54	22.0
Gackwar's Baroda State	3' 3½"	1933-34	23.5	11.9	..	3.74	3.79	93	217	310	10,541	34.1	7,44	13.6
		1934-35	23.8	11.7	..	3.76	3.80	98	276	374	12,301	32.0	8,58	13.4
	2' 6"	1933-34	23.9	9.01	..	4.91	4.99	298	117	415	12,551	31.0	11,80	17.6
		1934-35	24.0	9.01	..	4.69	4.04	276	112	388	11,025	30.7	10,89	17.5
Gondal	3' 3½"	1933-34	17.9	8.92	..	3.52	3.63	192	257	479	17,455	36.5	11,54	12.7
		1934-35	17.8	8.80	..	3.45	3.56	126	264	390	16,623	40.0	11,48	14.1
Howrah-Aunta Light	2' 0"	1933-34	8.00	..	5.00	4.00	4.00	46	14	60	1,396	23.0	1,62	22.0
		1934-35	†	†	†	†	†	†	†	†	†	†	†	†
Jamnagar Dwarka	3' 3½"	1933-34	19.6	10.3	..	4.30	4.45	281	47	328	14,172	43.3	6,60	8.95
		1934-35	19.6	10.4	..	4.31	4.51	323	40	363	14,055	38.7	7,09	9.69
Junagad State	3' 3½"	1933-34	17.5	8.65	..	3.45	3.55	220	46	266	10,769	40.5	7,45	13.3
		1934-35	17.6	8.59	..	3.48	3.57	253	49	302	13,216	43.8	8,01	11.6
Morvi	3' 3½"	1933-34	18.5	9.31	..	3.53	3.77	89	127	216	11,708	54.2	6,62	10.9
		1934-35	18.8	9.20	..	3.53	3.78	148	121	269	13,793	51.2	7,69	10.7
Mysore	3' 3½"	1933-34	24.0	9.21	5.95	3.59	3.76	190	102	292	17,915	61.4	11,30	12.1
		1934-35	18.8	7.50	5.44	3.47	3.61	207	116	323	19,708	61.0	11,60	11.3
	2' 6"	1933-34	..	7.38	..	3.18	3.19	26	7	33	1,475	44.7	1,12	14.6
		1934-35	..	11.3	..	2.95	2.96	24	6	20	1,345	46.4	1,05	15.0
	2' 0"	1933-34	..	..	..	3.51	3.50	8	..	8	230	28.8	39	32.6
		1934-35	..	..	..	3.46	3.45	7	1	8	234	29.3	31	25.4
Shahdara (Delhi) Saharan- pur Light.	2' 6"	1933-34	14.0	8.00	7.00	2.00	4.00	94	35	129	5,688	44.0	5,29	17.0
		1934-35	14.0	9.00	7.50	4.00	4.00	64	36	100	3,014	39.0	3,28	16.0
TOTAL CLASS II RAILWAYS	..	1933-34	21.1	9.91	5.73	3.81	3.93	2,797	1,547	4,344	221,726	51.0	1,55,66	13.7
		1934-35	20.8	9.53	5.49	3.75	3.86	2,980	1,592	4,581	234,294	51.1	1,60,57	13.2
CLASS III RAILWAYS.														
Ahmadpur Katwa	2' 6"	1933-34	..	27.4	6.86	5.99	6.07	13	6	19	378	19.8	26	13.2
		1934-35	..	27.4	7.25	5.99	6.03	9	6	15	303	20.2	20	12.7
Arrah-Sasaram Light	2' 6"	1933-34	15.0	..	7.09	4.00	5.00	53	12	65	1,843	28.0	91	8.00
		1934-35	15.0	..	8.00	5.00	5.00	86	8	94	2,832	30.0	1,37	9.00
Bankura-Damoodar River	2' 6"	1933-34	..	24.0	6.40	5.99	6.05	27	7	34	1,466	43.1	71	9.30
		1934-35	..	24.0	5.82	5.96	6.02	16	7	23	978	42.8	48	9.42
Baraset-Basirhat Light	2' 6"	1933-34	10.0	..	5.00	3.00	3.00	39	5	44	1,046	23.0	1,16	21.0
		1934-35	7.00	..	5.00	3.00	3.00	24	6	30	1,236	30.0	1,09	16.0
Bengal Provincial	2' 6"	1933-34	22.6	11.2	5.76	2.81	2.85	73	6	79	254	13.6	29	21.9
		1934-35	25.3	10.9	6.45	4.78	4.82	6	4	10	138	13.3	16	8.4

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railways are considered as two or more separate consignments.

† Shown under class III Rlys.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1933-34 and 1934-35—contd.

Railway.	Gauge.	Year.	PASSENGERS ORIGINATING ON HOME LINE WHETHER LOCAL OR FOREIGN (IN HUNDREDS).					Other traffic.	PASSENGERS CARRIED (IN HUNDREDS).				
			1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.	Inter.	3rd.	Total.
			4	5	6	7	8		10	11	12	13	14 (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III—contd.													
Bukhtiarpur Bihar Light .	2' 6"	1933-34	1	1.4	10.6	425.7	437.8	32.2	1	1.6	13.1	455.2	470.0
		1934-35	1	1.6	11.7	530.8	544.2	49.6	1	1.8	14.4	577.5	593.8
Burdwan-Katwa	2' 6"	1933-34	..	2	3.8	259.0	263.0	10.6	..	3	4.0	269.3	273.6
		1934-35	..	3	3.6	214.7	248.6	10.0	..	3	3.9	254.4	258.6
Cuteh State	2' 6"	1933-34	..	3.0	.	181.8	184.8	..	..	3.0	..	181.8	184.8
		1934-35	..	4.5	..	237.8	242.3	..	..	4.5	..	237.8	242.3
Dehri Rohas Light . . .	2' 6"	1933-34	1	..	2	78.4	78.7	..	1	..	2	78.4	78.7
		1934-35	2	..	3	83.7	84.2	..	2	..	3	83.7	84.2
Dholpur State	2' 6"	1933-34	..	2	.	111.9	112.1	..	..	2	..	111.9	112.1
		1934-35	..	2	.	116.1	116.3	..	..	2	..	116.1	116.3
Futwah-Islampur	2' 6"	1933-34	2	..	5.4	238.1	243.7	12.4	2	..	6.3	249.6	256.1
		1934-35	3	..	5.6	236.6	242.5	19.8	3	.	6.6	255.4	262.3
Gwalior Light	2' 6"	1933-34	..	2.1	..	497.7	499.8	1.2	..	2.1	..	498.9	501.0
		1934-35	..	1.8	..	484.8	486.6	1.7	..	1.8	..	486.5	488.3
Howrah Amta Light . . .	2' 0"	1933-34	††	††	††	††	††	††	††	††	††	††	††
		1934-35	3.7	..	47.9	2,528.1	2,579.7	2	3.7	..	47.9	2,528.3	2,579.9
Howrah-Sheakhala Light .	2' 0"	1933-34	5	..	16.5	689.0	706.0	..	5	..	16.5	689.0	706.0
		1934-35	4	..	13.1	642.6	656.1	1	4	..	13.1	642.7	656.2
Jagadhri Light	2' 0"	1933-34	..	..	2	56.6	56.8	..	..	..	2	56.6	56.8
		1934-35	..	..	1	73.4	73.5	..	..	..	1	73.4	73.5
Jessore-Jhenidah	2' 6"	1933-34	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0"	1933-34	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Kaliabat-Falta	2' 6"	1933-34	..	1	4.7	575.0	579.8	1	..	1	4.7	575.1	579.9
		1934-35	..	1	4.4	522.8	527.3	..	..	1	4.4	522.8	527.3
Kulasekarapatnam Light .	2' 0"	1933-34	..	..	..	181.5	181.5	..	..	..	..	181.5	181.5
		1934-35	..	..	..	154.7	154.7	..	..	..	..	154.7	154.7
Matheran Light	2' 0"	1933-34	2	7	..	2.2	3.1	21.9	2.0	9.7	..	13.3	25.0
		1934-35	5	3.3	..	6.6	10.4	12.6	1.5	8.6	..	12.9	23.0
Porbandar State	3' 3½"	1933-34	1	2.0	..	258.6	260.7	61.8	2	3.4	..	318.9	322.5
		1934-35	2	2.0	..	320.9	332.1	59.1	3	3.4	..	387.5	391.2
Tezpur-Balipara	2' 6"	1933-34	3	..	1.9	268.0	270.2	..	3	..	1.9	268.0	270.2
		1934-35	3	..	1.5	249.0	250.8	..	3	..	1.5	249.0	250.8
Trivellore Light	2' 0"	1933-34	..	..	..	34.8	34.8	..	..	..	..	34.8	34.8
		1934-35	..	..	..	19.0	19.0	..	..	..	..	19.0	19.0
Udaipur-Chitorgarh . . .	3' 3½"	1933-34	5	3.0	2.6	495.3	501.4	56.9	1.0	4.3	2.7	550.3	558.3
		1934-35	5	2.6	2.2	505.3	510.6	57.8	1.0	4.0	2.3	561.1	568.4
TOTAL CLASS III RAILWAYS .	..	1933-34	7.1	14.2	105.8	6,510.1	6,937.2	286.6	9.5	26.7	112.7	7,074.9	7,223.8
		1934-35	11.1	18.0	149.0	9,282.2	9,461.2	286.5	12.8	26.7	156.8	9,551.4	9,747.7

† Columns 9 to 14.—† or the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway area considered as having made two or more separate journeys.

† Not available.

†† Shown under Class II Railways.

H53CRAccts

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	PASSENGER MILES (IN THOUSANDS).					AVERAGE NUMBER OF MILES A PASSENGER WAS CARRIED.				
			1st.	2nd.	Inter.	3rd.	Total	1st.	2nd.	Inter.	3rd.	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
CLASS III— <i>concd.</i>												
Bukhtiarpur-Bihar Light . . .	2' 6"	{ 1933-34	2	33	235	7,077	7,347	23.0	20.0	17.0	16.0	15.0
		{ 1934-35	2	34	290	9,822	10,148	20.0	19.0	20.0	17.0	17.0
Burdwan-Kolkata . . .	2' 6"	{ 1933-34	..	6	81	3,415	3,502	..	20.0	20.3	12.7	12.8
		{ 1934-35	..	8	79	3,339	3,426	..	26.7	20.3	13.1	13.2
Cooch-State . . .	2' 6"	{ 1933-34	..	85	..	3,678	3,763	..	28.3	..	20.2	20.3
		{ 1934-35	..	111	..	4,893	5,004	..	24.8	..	20.6	20.7
Dehri Rohtas Light . . .	2' 6"	{ 1933-34	2	..	4	1,037	1,043	19.0	..	17.0	13.0	13.0
		{ 1934-35	3	..	5	1,093	1,101	17.0	..	17.0	13.0	13.0
Dholpur State . . .	2' 6"	{ 1933-34	..	5	..	2,238	2,243	..	24.5	..	20.0	20.0
		{ 1934-35	..	4	..	2,184	2,188	..	25.7	..	18.8	18.8
Futwah-Islampur . . .	2' 6"	{ 1933-34	4	..	88	3,446	3,538	16.0	..	13.0	13.0	13.0
		{ 1934-35	4	..	90	3,493	3,587	14.0	..	13.0	13.0	13.0
Gwalior Light . . .	2' 6"	{ 1933-34	..	89	..	13,230	13,319	28.0	37.0	..	26.0	26.0
		{ 1934-35	..	77	..	12,558	12,635	23.0	38.0	..	26.0	26.0
Howrah Amta Light . . .	2' 0"	{ 1933-34	††	††	††	††	††	††	††	††	††	††
		{ 1934-35	82	..	489	32,795	33,366	22.0	..	10.0	12.0	12.0
Howrah-Sheakhala Light . . .	2' 0"	{ 1933-34	7	..	90	5,697	5,794	14.0	..	5.00	8.00	8.00
		{ 1934-35	7	..	82	5,490	5,588	14.0	..	6.00	8.00	8.00
Jagadhri Light . . .	2' 0"	{ 1933-34	..	..	1	187	188	3.31	..	3.31	3.31	3.31
		{ 1934-35	..	..	..	242	242	3.31	..	3.31	3.31	3.31
Jessore-Jhenidah . . .	2' 6"	{ 1933-34	†	†	†	†	†	†	†	†	†	†
		{ 1934-35	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial) . . .	2' 0"	{ 1933-34	†	†	†	†	†	†	†	†	†	†
		{ 1934-35	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta . . .	2' 6"	{ 1933-34	..	2	19	4,750	4,771	..	10.0	4.04	8.26	8.23
		{ 1934-35	..	2	17	4,512	4,531	..	20.0	3.86	8.63	8.50
Kulasekarnapatnam Light . . .	2' 0"	{ 1933-34	..	..	..	1,872	1,872	..	..	..	10.3	10.3
		{ 1934-35	..	..	..	1,588	1,588	..	..	..	10.3	10.3
Matheran Light . . .	2' 0"	{ 1933-34	2	4	..	5	11	1.00	0.50	..	0.25	0.36
		{ 1934-35	2	3	..	5	10	1.00	0.50	..	0.25	0.36
Porbandar State . . .	3' 3½"	{ 1933-34	8	106	..	6,142	6,256	33.5	30.9	..	19.3	19.4
		{ 1934-35	9	104	..	6,508	6,621	27.5	30.6	..	16.8	16.9
Tezpur-Balipara . . .	2' 6"	{ 1933-34	5	..	26	2,445	2,476	15.3	..	14.3	8.10	9.16
		{ 1934-35	4	..	24	2,300	2,328	13.8	..	15.2	9.24	9.28
Trivellore Light . . .	2' 0"	{ 1933-34	..	..	..	83	83	..	..	..	2.37	2.37
		{ 1934-35	..	..	..	45	45	..	..	..	2.37	2.37
Udaipur-Chitorgaoh . . .	3' 3½"	{ 1933-34	68	249	190	21,179	21,686	68.6	68.6	69.1	38.5	38.8
		{ 1934-35	67	255	135	20,168	20,625	65.3	63.6	59.9	35.9	36.3
Total Class III Railways . . .	..	{ 1933-34	213	601	1,787	114,122	116,723	22.4	22.5	15.9	16.1	16.2
		{ 1934-35	308	620	2,257	145,067	148,252	24.1	23.2	14.4	15.2	15.2

* Columns 23 to 27, 30, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

†† Shown under Class I Railways.

Class II and III Railways for the years 1933-34 and 1934-35—concl'd.

EARNINGS FROM PASSENGERS CARRIED (EXCLUDING REFUNDS) (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					TONS OF GOODS CARRIED (IN THOUSANDS).			Net ton miles (in thou- sands).	* Aver- age miles a ton of goods was car- ried.	Earnings from tons carried excluding refunds (in thou- sands).	Average rate charged for carry- ing a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originat- ing on home line (whether local or foreign).	* Other tra- ffice.	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Ra.	Ra.	Rs.	Ra.	Rs.											Rs.		CLASS III— concl'd.
..	2	7	1,29	1,38	14-0	8-00	6-00	8-00	3-00	31	18	49	931	19-0	77	12-0	Bukhtiar- pur Bihar Light.
..	2	9	1,79	1,90	15-0	9-00	6-00	3-00	3-00	42	21	63	1,177	18-0	1,02	16-0	
..	1	3	1,06	1,10	..	32-0	7-11	5-96	6-03	20	6	26	577	22-2	38	12-6	Burdwan Katwa
..	1	3	1,04	1,08	..	24-0	7-29	5-98	6-05	13	8	21	461	22-0	26	10-8	
..	3	..	85	88	..	6-77	..	4-43	4-49	34	..	34	698	20-5	46	12-7	Cutch- State.
..	5	..	1,00	1,05	..	8-09	..	3-94	4-03	37	..	37	735	19-9	62	16-2	
..	..	..	21	21	20-0	..	7-00	3-75	3-80	90	..	90	†	†	1,39	†	Dehri Rohtas Light.
..	..	..	22	22	20-0	..	7-00	3-75	3-81	137	5	142	†	†	1,97	†	
..	..	..	47	47	..	15-0	..	3-99	4-02	65	2	67	2,567	38-2	1,13	8-40	Dholpur State.
..	..	..	46	46	..	15-0	..	4-00	4-02	80	1	81	2,995	36-8	1,26	8-10	
..	..	4	81	85	20-0	..	7-00	4-00	4-00	12	6	18	318	17-0	28	17-0	Futwah- Islampur
..	..	4	82	80	20-0	..	7-00	4-00	4-00	15	7	22	304	17-0	31	15-0	
..	6	..	3,30	3,36	27-0	12-0	..	5-00	5-00	138	26	164	7,259	41-0	3,98	10-5	Gwalior Light.
..	5	..	3,15	3,20	27-0	12-0	..	5-00	5-00	140	25	165	6,875	38-0	3,59	12-0	
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	Howrah Amta Light.
4	..	13	7,03	7,20	9-00	..	5-00	4-00	4-00	48	13	61	1,413	23-0	1,63	22-0	
..	..	2	1,10	1,12	9-00	..	4-00	3-00	3-00	14	3	17	290	17-0	35	23-0	Howrah, Sheakhal Light.
..	..	2	1,03	1,05	9-00	..	4-00	3-00	3-00	13	3	16	278	17-0	33	22-0	
..	..	..	3	3	21-8	..	7-21	3-46	3-47	10	..	10	32	3-31	10	60-0	Jagadhri Light.
..	..	..	5	5	21-8	..	7-27	3-61	3-64	6	..	6	21	3-31	8	66-0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore- Jhenidah
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provin- cial).
..	..	1	1,16	1,17	..	..	10-1	4-69	4-71	43	4	47	934	19-9	49	10-1	Kalighat- Falta.
..	..	1	1,09	1,10	..	..	11-3	4-64	4-66	31	4	35	672	19-2	36	10-3	
..	..	..	55	55	..	..	..	5-66	5-66	17	..	17	154	9-32	37	46-0	Kulasek- patnam Light.
..	..	..	47	47	..	..	..	5-58	5-58	12	..	12	121	9-82	27	43-2	
10	34	..	27	71	5-00	9-00	..	5-00	6-50	1	1	2	3	1-50	15	5-00	Matheran Light.
6	29	..	26	61	5-00	9-00	..	5-09	6-50	1	1	2	3	1-50	15	5-00	
1	5	..	1,11	1,17	17-9	8-94	..	3-48	3-59	99	8	107	2,450	23-2	1,29	10-0	Porband State.
1	5	..	1,17	1,23	17-9	8-92	..	3-47	3-57	105	7	112	2,376	21-3	1,34	10-8	
..	..	1	58	59	20-0	..	7-00	4-50	4-56	14	..	14	719	51-4	77	20-5	Tezpur Baliper
..	..	1	54	55	20-0	..	7-00	4-50	4-56	18	..	18	895	49-7	79	16-0	
..	..	..	2	2	..	..	..	6-00	6-00	..	..	..	..	..	..	..
..	..	..	1	1	..	..	..	6-00	6-00	..	..	..	..	..	..	..	Trivello Light.
8	16	5	3,29	3,58	23-6	11-9	4-49	2-99	3-17	32	26	58	3,486	59-9	2,06	11-4	Udaipur Chitorg
8	16	3	3,14	3,41	23-0	11-7	4-40	2-99	2-73	26	26	52	2,830	54-9	1,88	12-7	
25	69	54	23,98	25,46	22-5	22-0	5-80	4-03	4-19	765	136	901	25,435	28-2	17,30	13-1	Total Class III R
24	65	68	30,76	32,33	15-0	20-1	5-78	4-07	4-19	865	152	1,017	26,733	26-3	19,16	13-8	

† Not available.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).			Total engine miles (in thousands) Coals. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	TONS OF COAL CONSUMED ON LOCOMOTIVES.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
CLASS II.																	
arsi Light.	2' 6"	1933-34	98	285	6	391	64	8	72	463	Nil	87	Nil	10,964	Nil	Nil	10,964
		1934-35	87	272	8	370	57	8	65	435	"	88	"	10,571	"	"	10,571
engal Dooars.	3' 3½"	1933-34	1	287	30	330	28	13	41	371	"	Nil	"	7,562	"	"	7,562
		1934-35	..	288	35	346	28	13	41	387	"	"	"	7,551	"	"	7,551
havanagar State.	3' 3½"	1933-34	301	258	107	678	200	12	212	890	4	8	2,333	18,808	100	"	21,181
		1934-35	298	264	123	695	208	11	219	914	5	10	3,030	18,191	102	"	21,262
kaner State.	3' 3½"	1933-34	78	800	65	948	81	23	104	1,052	Nil	Nil	Nil	20,571	43	"	20,588
		1934-35	9	827	79	920	86	22	108	1,028	"	"	"	21,908	51	"	21,928
arjeeling-Himalayan.	2' 0"	1933-34	37	262	217	516	38	36	74	590	"	"	"	12,253	Nil	"	12,253
		1934-35	37	252	221	510	35	31	66	576	"	"	"	11,942	"	"	11,942
bru-Sadiya	3' 3½"	1933-34	Nil	309	81	390	161	3	164	554	"	"	"	12,507	"	"	12,507
		1934-35	"	310	80	390	158	2	160	550	"	"	"	12,849	"	"	12,849
hokwar's Baroda State.	3' 3½"	1933-34	155	273	27	456	79	3	82	538	"	"	"	10,700	113	"	10,745
		1934-35	95	383	18	498	92	10	102	600	"	"	"	13,072	59	"	13,096
	2' 6"	1933-34	(c) 47	384	15	(c) 456	107	5	112	(c) 568	3	†† 120	"	8,390	68	†† 73 (c)	8,417
		1934-35	34	410	6	463	98	3	101	564	6	†† 110	"	8,026	56	†† 73	8,048
ondal	3' 3½"	1933-34	137	269	52	469	138	17	155	624	Nil	Nil	"	15,320	39	Nil	15,336
		1934-35	140	257	46	443	133	16	149	592	"	"	"	14,978	44	"	14,996
owrah-Amta Light.	2' 0"	1933-34	178	103	11	292	6	1	7	299	"	"	"	3,634	Nil	"	3,634
		1934-35	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)
mnagar Dwarka.	3' 3½"	1933-34	76	121	34	232	75	1	76	308	44	Nil	Nil	8,910	108	Nil	8,953
		1934-35	74	127	33	234	84	11	95	329	42	"	"	7,899	106	"	7,941
nagad State.	3' 3½"	1933-34	66	222	14	311	34	2	36	347	Nil	"	"	6,746	48	"	6,765
		1934-35	90	244	32	376	38	4	42	418	55	"	"	7,684	48	"	7,703
orvi	3' 3½"	1933-34	132	147	10	305	53	Nil	53	358	24	"	"	8,218	104	"	8,260
		1934-35	136	156	13	331	69	"	69	400	28	"	"	9,422	112	"	9,467
	3' 3½"	1933-34	(c) 566	329	63	(c) 973	141	6	147	1,120	(c) 8	"	"	23,789	Nil	"	23,789
		1934-35	528	291	132	964	163	12	175	1,139	10	"	"	23,844	"	"	23,844
sore	2' 6"	1933-34	28	165	1	196	17	Nil	17	213	Nil	"	"	3,291	"	"	3,291
		1934-35	54	158	..	213	21	1	22	235	"	"	"	3,146	"	"	3,146
	2' 0"	1933-34	Nil	20	12	32	8	Nil	8	40	"	"	"	574	"	"	574
		1934-35	"	20	12	32	9	"	9	41	"	"	"	541	"	"	541
aldara (Delhi)-Saranpur Light.	2' 6"	1933-34	"	135	22	159	14	2	16	175	"	"	"	2,872	11	"	2,876
		1934-35	"	135	8	143	11	1	12	155	"	"	"	2,438	9	"	2,442
tal Class II Railways.	..	1933-34	(c) 1,900	4 369	767	(c) 7,134	1,244	132	1,376	8,510	(c) 83	215	2,333	175,109	634	†† 73	177,695
		1934-35	1,582	4,394	846	(c) 6,928	1,290	145	1,435	8,363	146	208	3,030	174,062	587	†† 73	177,327
CLASS III																	
madpur-Katwa.	2' 6"	1933-34	Nil	73	Nil	79	14	28	42	121	Nil	Nil	Nil	1,023	Nil	Nil	1,023
		1934-35	1	73	"	81	14	28	42	123	"	"	"	974	"	"	974
ran-Sasa'am Light.	2' 6"	1933-34	19	88	12	119	12	Nil	12	131	"	"	"	1,367	"	"	1,367
		1934-35	5	108	31	144	13	"	13	157	"	"	"	1,714	"	"	1,714
okura Damodar River.	2' 6"	1933-34	1	110	Nil	113	10	38	48	161	"	"	"	1,348	"	"	1,348
		1934-35	Nil	111	Nil	113	9	42	51	164	"	"	"	1,263	"	"	1,263

Includes light, assisting required, assisting not required, siding and departmental. Including Departmental.
Excluding departmental. †† Includes Internal Combustion miles 1933-34, 109 and 1934-35, 100

(d) Shown under Class III Railways.

‡‡ Oil fuel is not converted into coal.

(e) Includes 7 tons of oil fuel consumed for other than Locomotive purposes.

and III Railways for the years 1933-34 and 1934-35.

(b) TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).				TOTAL NUMBER OF TONS OF COAL CONSUMED.					AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).				Railway.	
For- eign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.		
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
Nil	66	Nil	66	Nil	11,030	Nil	Nil	11,030	Rs. Nil	Rs. 6.37	Rs. Nil	Rs. Nil	Rs. Nil	Rs. 12.6	Rs. Nil	Rs. Nil	CLASS II. Barsi Light.	
"	21	"	21	"	10,592	"	"	10,592	"	5.75	"	"	"	12.9	"	"		
"	722	"	722	"	8,284	"	"	8,284	"	4.00	"	"	"	12.0	"	"	Bengal Doars.	
"	720	"	720	"	8,271	"	"	8,271	"	3.25	"	"	"	11.3	"	"		
"	878	10	882	2,333	19,686	110	"	22,063	9.00	8.17	14.3	"	15.2	16.7	14.3	"	Bhavnagar State.	
"	819	9	823	3,030	19,010	111	"	22,085	8.65	5.61	13.4	"	14.8	11.7	13.4	"		
"	2,566	Nil	2,566	Nil	23,137	43	"	23,154	Nil	3.98	10.0	"	Nil	16.4	10.0	"	Bikaner State.	
"	2,271	"	2,271	"	24,179	51	"	24,199	"	3.72	10.0	"	"	16.1	10.0	"		
"	2,187	"	2,187	"	14,440	Nil	"	14,440	"	3.75	Nil	"	"	11.0	Nil	"	Darjeeling- Himalayan	
"	2,295	"	2,295	"	14,237	"	"	14,237	"	3.56	"	"	"	10.9	"	"		
"	3,851	"	3,851	"	16,358	"	"	16,358	"	7.92	"	"	"	11.8	"	"	Dibru- Sadiya.	
"	4,108	"	4,198	"	17,047	"	"	17,047	"	7.92	"	"	"	11.8	"	"		
"	585	"	585	"	11,285	113	"	11,330	"	4.09	6.50	"	"	16.0	6.93	"	Gaekwar's Baroda State.	
"	323	"	323	"	13,395	59	"	13,419	"	3.51	6.50	"	"	17.3	7.80	"		
"	454	8	457	"	8,844	76	1173	8,874	"	4.09	6.50	59.0	"	17.2	7.75	76.0	Gondal.	
"	342	"	342	"	8,368	56	1173	8,390	"	3.50	6.50	59.0	"	17.2	6.63	76.0		
"	(c)478	7	(c)481	"	15,790	46	Nil	15,809	"	19.5	16.2	"	"	19.7	16.2	Nil	Howrah- Amra Light.	
"	321	6	323	"	15,299	50	"	15,319	"	13.2	16.2	"	"	13.4	16.2	"		
"	1,028	Nil	1,028	"	4,662	Nil	"	4,662	"	3.00	Nil	Nil	"	8.40	Nil	"	Jamnagar Dwarka.	
(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)		
Nil	98	Nil	98	Nil	9,008	108	Nil	9,051	Nil	3.61	15.8	Nil	Nil	15.4	15.8	Nil	Junagad State.	
"	120	"	120	"	8,019	106	"	8,061	"	3.57	15.9	"	"	12.9	15.9	"		
"	400	12	405	"	7,146	60	"	7,170	"	13.9	10.0	"	"	14.7	10.0	"	Morvi.	
"	452	11	457	"	8,136	59	"	8,160	"	11.6	10.0	"	"	12.3	10.0	"		
"	194	6	196	"	8,412	110	"	8,456	"	4.98	5.06	"	"	15.3	5.06	"	Mysore.	
"	345	6	347	"	9,767	118	"	9,814	"	5.05	5.38	"	"	12.4	5.38	"		
"	1,742	Nil	1,742	"	25,531	Nil	"	25,531	"	4.75	Nil	"	"	15.2	Nil	"	Shahdara (Delhi)- Saharanpur Light.	
"	1,953	"	1,953	"	25,797	"	"	25,797	"	4.75	"	"	"	15.2	"	"		
"	12	"	12	"	3,303	"	"	3,303	"	4.75	"	"	"	14.3	"	"	Ahmadpur Katwa.	
"	7	"	7	"	3,153	"	"	3,153	"	4.75	"	"	"	14.3	"	"		
"	2	"	2	"	576	"	"	576	"	4.75	"	"	"	16.1	"	"	Arrah- Sasaram Light.	
"	2	"	2	"	543	"	"	543	"	4.75	"	"	"	16.1	"	"		
"	354	2	355	"	3,226	13	"	3,231	"	3.50	13.5	"	"	13.9	13.5	"	Bankura Damodar River.	
"	126	1	126	"	2,564	10	"	2,568	"	3.63	13.5	"	"	13.7	13.5	"		
Nil	(c)15,617	45	(c)15,635	2,333	190,718	679	1173	193,322										Total Class II Rail ways.
"	14,315	33	14,328	3,030	188,377	620	1173	191,655										CLASS III
Nil	103	Nil	103	Nil	1,126	Nil	Nil	1,126	Nil	2.50	Nil	Nil	Nil	6.37	Nil	Nil	Ahmadpur Katwa.	
"	100	"	100	"	1,074	"	"	1,074	"	2.50	"	"	"	6.37	"	"		
"	294	"	294	"	1,661	"	"	1,661	"	2.63	"	"	"	8.70	"	"	Arrah- Sasaram Light.	
"	354	"	354	"	2,068	"	"	2,068	"	2.37	"	"	"	8.45	"	"		
"	466	"	466	"	1,814	"	"	1,814	"	2.50	"	"	"	4.73	"	"	Bankura Damodar River.	
"	530	"	530	"	1,793	"	"	1,793	"	2.50	"	"	"	4.73	"	"		

(a) 2½ Tons of Wood=1 Ton of Coal, and 0.55 Ton of Oil Fuel=1 Ton of Coal.

(b) Figures relating to Oil Fuel in respect to tons of coal consumed for other than locomotive purposes are * Nil*.

(c) Revised Figures.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	TRAIN MILES (IN THOUSANDS).				SHUNTING AND OTHER ENGINE MILES (IN THOUSANDS).				Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	Mixed.	§ Goods.	Total (including departmental).	§ Shunt ing.	Miscellaneous.	** Total.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
CLASS III— contd.														
Barnaset-Basirhat Light.	2' 6"	1933-34	117	101	29	247	9	..	9	256	Nil	Nil	Nil	
		1934-35	65	165	33	263	10	..	10	273	"	"	"	
Bengal Provincial.	2' 6"	1933-34	1	97	Nil	98	8	2	10	108	"	"	"	
		1934-35	1	98	"	99	8	2	10	109	"	"	"	
Bukhtiarpur-Bihar Light.	2' 6"	1933-34	7	79	1	87	9	..	9	96	"	"	"	
		1934-35	88	3	91	182	12	..	12	194	"	"	"	
Burdwan-Katwa.	2' 6"	1933-34	24	109	Nil	135	25	42	67	202	"	"	"	
		1934-35	12	121	"	135	24	43	67	202	"	"	"	
Cutch State	2' 6"	1933-34	1	55	1	60	9	16	25	85	"	"	50	
		1934-35	1	65	2	64	9	16	25	89	"	"	Nil	
Dehri-Rohtas Light.	2' 6"	1933-34	Nil	36	Nil	36	9	Nil	9	45	12	"	"	
		1934-35	"	44	"	44	10	"	10	54	11	"	"	
Dholpur-State.	2' 6"	1933-34	1	58	..	59	14	2	16	75	1	"	"	
		1934-35	..	58	1	59	16	2	18	77	1	"	"	
Futwah-Islampur.	2' 6"	1933-34	11	39	Nil	50	2	..	2	52	Nil	"	"	
		1934-35	6	46	"	52	2	..	2	54	"	"	"	
Gwalior Light.	2' 6"	1933-34	5	242	38	288	47	9	56	344	"	"	"	
		1934-35	3	241	40	287	52	10	62	349	"	"	"	
Howrah Amta Light.	2' 0"	1933-34	†	†	†	†	†	†	†	†	†	†	†	
		1934-35	180	109	15	304	5	1	6	310	Nil	Nil	Nil	
Howrah-Sheakhah Light.	2' 0"	1933-34	18	52	1	71	1	..	1	72	"	"	"	
		1934-35	17	52	1	70	1	1	2	72	"	"	"	
Jagadhri Light.	2' 0"	1933-34	Nil	7	Nil	7	1	Nil	1	8	"	"	"	
		1934-35	"	9	"	9	1	"	1	10	"	"	"	
Jessore-Jhenidah.	2' 6"	1933-34	†	†	†	†	†	†	†	†	†	†	†	
		1934-35	†	†	†	†	†	†	†	†	†	†	†	
Jorhat (Provincial).	2' 0"	1933-34	†	†	†	†	†	†	†	†	†	†	†	
		1934-35	†	†	†	†	†	†	†	†	†	†	†	
Kalighat-Falta.	2' 6"	1933-34	53	85	Nil	140	15	102	117	257	Nil	Nil	Nil	
		1934-35	53	89	"	143	17	114	131	274	"	"	"	
Kulasekara-patnam Light.	2' 0"	1933-34	Nil	62	1	63	Nil	Nil	Nil	63	"	"	"	
		1934-35	"	58	1	59	"	"	"	59	"	"	"	
Matheran Light.	2' 0"	1933-34	2	10	1	13	"	"	"	13	10	"	"	
		1934-35	..	10	3	13	"	"	"	13	8	"	"	
Parbandar State.	3' 3½"	1933-34	Nil	64	13	77	16	"	16	93	Nil	"	"	
		1934-35	"	82	15	97	16	"	16	113	"	"	"	
Tezpur-Balipara Light.	2' 6"	1933-34	"	42	Nil	42	1	"	1	43	"	"	"	
		1934-35	"	40	"	40	8	"	8	48	"	"	"	
Trivellore Light.	2' 0"	1933-34	83	Nil	"	83	Nil	"	Nil	83	"	"	"	
		1934-35	45	"	"	45	"	"	"	45	"	"	"	
Udaipur-Chitorgarh	3' 3"	1933-34	103	32	62	203	5	13	18	221	"	"	"	
		1934-35	104	62	32	204	11	9	20	224	"	"	"	
Total Class III Railways.	..	1933-34	446	1,411	159	2,070	207	252	459	2,529	23	Nil	50	
		1934-35	581	1,634	266	2,507	238	268	506	3,013	20	"	Nil	

* Includes light, assisting required, assisting

† Shown under Class II Railways.

‡ Information not available.

§ Excluding departmental.

** Including Departmental.

(a) 2½ Tons of Wood=1 Ton of Coal and 0.55

and III Railways for the years 1933-34 and 1934-35—contd.

TONS OF COAL CONSUMED ON LOCOMOTIVES.					TONS OF COAL CONSUMED FOR OTHER THAN LOCOMOTIVE PURPOSES (DEPARTMENTAL).					TOTAL NUMBER OF TONS OF COAL CONSUMED.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
Nil	3,155	Nil	Nil	3,155	Nil	814	Nil	Nil	814	Nil	3,969	Nil	Nil	3,969	CLASS III—contd.
"	3,067	"	"	3,067	"	1,174	"	"	1,174	"	4,241	"	"	4,241	Baraset-Basirhat Light.
"	1,606	"	"	1,606	"	116	"	"	116	"	1,722	"	"	1,722	Bengal Provincial.
"	1,584	"	"	1,584	"	119	"	"	119	"	1,703	"	"	1,703	"
"	1,036	"	"	1,036	"	314	"	"	314	"	1,350	"	"	1,350	Bukhtiarpur-Bihar Light.
"	1,156	"	"	1,156	"	292	"	"	292	"	1,448	"	"	1,448	"
"	1,602	"	"	1,602	"	341	"	"	341	"	1,943	"	"	1,943	Burdwan-Katwa.
"	1,559	"	"	1,559	"	329	"	"	329	"	1,888	"	"	1,888	"
"	924	10	"	928	"	28	"	"	28	"	952	10	"	956	Cutch State.
"	1,258	12	"	1,263	"	72	"	"	72	"	1,330	12	"	1,335	"
"	1,354	Nil	"	1,354	"	136	"	"	136	"	1,490	Nil	"	1,490	Dehri-Rohtas Light.
"	2,077	"	"	2,077	"	157	"	"	157	"	2,234	"	"	2,234	"
"	1,140	6	"	1,142	"	Nil	"	"	Nil	"	1,140	6	"	1,142	Dholpur-State.
"	1,132	5	"	1,134	"	"	"	"	"	"	1,132	5	"	1,134	"
"	532	Nil	"	532	"	72	"	"	72	"	604	Nil	"	604	Futwah-Islampur.
"	538	"	"	538	"	65	"	"	65	"	603	"	"	603	"
"	6,215	3	"	6,216	"	187	2	"	188	"	6,402	5	"	6,404	Gwalior Light.
"	6,211	8	"	6,214	"	292	2	"	293	"	6,503	10	"	6,507	"
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Howrah Amta Light.
Nil	4,003	Nil	Nil	4,003	Nil	1,047	Nil	Nil	1,047	Nil	5,050	Nil	Nil	5,050	"
"	908	"	"	908	"	255	"	"	255	"	1,163	"	"	1,163	Howrah-Sheakhala Light.
"	1,001	"	"	1,001	"	262	"	"	262	"	1,263	"	"	1,263	"
"	104	"	"	104	"	16	"	"	16	"	120	1	"	120	Jagadhri Light.
"	150	1	"	150	"	15	"	"	15	"	165	1	"	165	"
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	"
"	831	Nil	"	831	"	267	"	"	267	"	1,098	Nil	"	1,098	Jorhat (Provincial).
"	1,013	"	"	1,013	"	344	"	"	344	"	1,357	"	"	1,357	"
"	1,927	"	"	1,927	"	331	"	"	331	"	2,258	"	"	2,258	Kalighat-Falta.
"	2,067	"	"	2,067	"	341	"	"	341	"	2,408	"	"	2,408	"
"	Nil	"	43	78	"	Nil	"	"	Nil	"	Nil	"	43	78	Kulasekara-patnam Light.
"	"	"	27	49	"	"	"	"	"	"	"	"	27	49	"
"	600	"	Nil	600	"	"	"	"	"	"	600	"	Nil	600	Matheran Light
"	403	"	"	403	"	"	"	"	"	"	403	"	"	403	"
"	2,029	8	"	2,032	"	51	"	"	51	"	2,080	8	"	2,083	Porbandar State.
"	2,350	8	"	2,353	"	60	2	"	61	"	2,410	10	"	2,414	Tezporo-Balipara Light.
"	738	Nil	"	738	"	155	Nil	"	155	"	893	Nil	"	893	"
"	813	"	"	813	"	186	"	"	186	"	999	"	"	999	Trivellore Light.
"	63	6	"	65	"	Nil	"	"	Nil	"	63	6	"	65	"
"	49	4	"	51	"	"	"	"	"	"	49	4	"	51	"
"	3,965	27	"	3,976	"	1,092	"	"	1,092	"	5,057	27	"	5,068	Udaipur-Chitorgarb.
"	3,994	33	"	4,007	"	1,089	"	"	1,089	"	5,083	33	"	5,096	"
Nil	32,467	61	43	32,568	Nil	5,038	2	Nil	5,039	Nil	37,505	63	43	37,607	Total Class III Railways.
"	38,376	71	27	38,453	"	6,828	4	"	6,830	"	45,204	75	27	45,283	"

not required, siding and departmental).

Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1933-34 and 1934-35—concl'd.

Railway.	Gauge.	Year.	AVERAGE COST AT PIT'S MOUTH OR AT STATION OF SUPPLY (IN RUPEES).				AVERAGE COST PER TON IN- CLUDING ALL FREIGHT BOTH RAIL AND SEA FROM PIT'S MOUTH OR STATION OF SUPPLY TO ENGINE SHED FROM WHERE ISSUED TO LOCOMOTIVES (IN RUPEES).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	For- eign Coal.	Indian Coal.	Wood.	Oil Fuel.
			34	35	36	37	38	39	40	41
31	32	33	34	35	36	37	38	39	40	41
CLASS III—concl'd.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2' 6"	1933-34	Nil	3.00	Nil	Nil	Nil	9.47	Nil	Nil
		1934-35	"	2.50	"	"	"	8.97	"	"
Bengal Provincial	2' 6"	1933-34	"	2.38	"	"	"	6.13	"	"
		1934-35	"	2.12	"	"	"	5.10	"	"
Bukhtiarpur- Bihar Light	2' 6"	1933-34	"	2.63	"	"	"	8.56	"	"
		1934-35	"	2.37	"	"	"	8.31	"	"
Burdwan-Katwa	2' 6"	1933-34	"	2.50	"	"	"	6.37	"	"
		1934-35	"	2.50	"	"	"	6.37	"	"
Cutch State	2' 6"	1933-34	"	23.0	7.50	"	"	25.0	7.50	"
		1934-35	"	21.0	7.50	"	"	21.0	7.50	"
Dehri-Rohas Light	2' 6"	1933-34	"	3.00	Nil	"	"	8.35	Nil	"
		1934-35	"	2.81	"	"	"	8.20	"	"
Dholpur-State	2' 6"	1933-34	"	3.75	8.40	"	"	14.9	9.19	"
		1934-35	"	3.75	9.06	"	"	15.0	9.37	"
Futwah-Islampur	2' 6"	1933-34	"	2.63	Nil	"	"	8.42	Nil	"
		1934-35	"	2.37	"	"	"	8.14	"	"
Gwalior-Light	2' 6"	1933-34	"	4.44	10.0	"	"	14.4	10.0	"
		1934-35	"	4.00	8.50	"	"	13.9	8.50	"
Howrah Amta Light	2' 6"	1933-34	*	*	*	*	*	*	*	*
		1934-35	Nil	2.50	Nil	Nil	Nil	7.91	Nil	Nil
Howrah-Sheakhala Light	2' 0"	1933-34	"	3.00	Nil	"	"	8.41	"	"
		1934-35	"	2.50	"	"	"	7.91	"	"
Jagadhri Light	2' 0"	1933-34	"	3.25	12.2	"	"	14.1	12.2	"
		1934-35	"	3.25	12.2	"	"	14.1	12.2	"
Jessore-Jhenidah	2' 6"	1933-34	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2' 0"	1933-34	"	12.0	Nil	"	"	14.3	Nil	"
		1934-35	"	10.5	"	"	"	12.8	"	"
Kalighat-Falta	2' 6"	1933-34	"	2.50	"	"	"	8.66	"	"
		1934-35	"	2.50	"	"	"	8.66	"	"
Kulasekarapatnam Light	2' 0"	1933-34	"	Nil	"	228.0	"	Nil	"	232.0
		1934-35	"	"	"	153.0	"	"	"	161.0
Matheran Light	2' 0"	1933-34	"	3.75	"	Nil	"	15.0	"	Nil
		1934-35	"	3.75	"	"	"	15.0	"	"
Porbandar State	3' 3½"	1933-34	"	13.0	20.0	"	"	14.0	20.0	"
		1934-35	"	12.0	20.0	"	"	13.0	20.0	"
Tezpor-Balipara Light	2' 6"	1933-34	"	15.3	Nil	"	"	15.3	Nil	"
		1934-35	"	15.3	"	"	"	15.3	"	"
Trivellore Light	2' 0"	1933-34	"	12.0	9.50	"	"	13.5	10.5	"
		1934-35	"	12.5	8.50	"	"	15.5	8.50	"
Udaipur-Chitorgarh	3' 3½"	1933-34	"	3.90	13.6	"	"	16.9	13.6	"
		1934-35	"	3.94	13.5	"	"	17.0	13.5	"

* Shown under class II railways.

† Information not available.

APPENDICES.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H.

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased. 1	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work . . .	..	..	2	19	..	3	..	4	2
2. Engineers' plant, excluding petty tools . . .	1	23	1	3	23	3	67	1,63	26
3. Workshop machinery and heavy tools . . .	15	15	1	..	6	..	5,48	1,57	1
4. Permanent-way :—									
(a) Rails . . .	..	..	..	3,44	..	..	..	14	3,74
(b) Steel sleepers . . .	..	..	..	..	..	..	..	..	4,13
(c) Cast iron sleepers . . .	..	..	..	..	..	..	..	..	5,15
(d) Wooden sleepers . . .	..	..	4,03	..	..	6,97	..	..	11,97
(e) Chairs and fastenings . . .	42	4	32	87	10	25	..	4	2,03
(f) Concrete sleepers . . .	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts . . .	1,04	15	8	89	19	1	9,11	2,83	1,08
(b) Rail motors and spare parts . . .	..	..	..	..	..	..	..	..	..
(c) Steam coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(d) Electric motor coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(e) Internal combustion coaches and spare parts . . .	..	..	..	..	..	..	..	..	..
(f) Coaching stock . . .	..	..	..	..	..	..	5	52	46
(g) Goods stock . . .	..	..	..	..	..	..	4,03	6	15,75
(h) Spare parts—coaching and goods stock . . .	34	31	15	83	39	1	7,09	2,57	2,08
(i) Motor cars . . .	..	1	..	..	..	..	..	8	..
6. Building and station materials and fencing . . .	1	67	59	4	55	102	..	2,42	2,27
7. Tools and Stores :—									
(a) Tools and cutlery . . .	1	25	3	21	40	10	5	1,95	23
(b) Steel (excluding permanent-way materials) . . .	14	61	74	8	1,60	34	65	4,86	4,03
(c) Iron (excluding permanent-way materials) . . .	..	4	2	26	23	..	..	88	58
(d) Other metals . . .	3	95	12	18	60	16	8	8,70	1,30
(e) Timber . . .	..	..	1,73	..	..	73	..	..	2,35
(f) Oils . . .	..	66	96	..	2,24	29	..	5,96	1,21
(g) Portland cement . . .	..	..	75	..	..	35	..	12	1,59
(h) All other stores . . .	17	1,76	1,47	53	2,49	3,14	77	9,35	6,89
8. Electrical plant and materials . . .	18	1,64	9	28	1,53	1	11	5,64	46
9. Other materials purchased in India—									
(a) Coal and coke . . .	..	..	4,67	..	..	8,63	..	..	28,98
(b) Stone . . .	..	..	..	..	..	1,35	..	..	6
(c) Bricks . . .	..	..	3	..	..	..	..	..	22
(d) Indian lime . . .	..	..	2	..	..	..	..	..	5
(e) Ballast . . .	..	..	..	..	..	88	..	..	2,53
(f) Others . . .	..	..	..	..	..	30	..	..	41
Total . . .	3,40	7,47	15,84	7,83	10,66	24,60	28,09	49,36	99,84

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1934-35. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased. 23
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	
..	..	68	..	1	7	..	..	20	..	..	10,68	1. Bridge work.
4	15	2	..	10	1	..	33	1	..	1,29	9	2. Engineers' plant ex- cluding petty tools.
1,07	35	..	5	44	..	..	32	1	..	2,96	3	3. Workshop machinery and heavy tools.
..	1	87	11	..	5,12	..	..	2,95	..	..	23,70	4. Permanent-way:—
..	..	9,33	..	..	..	..	..	..	..	..	7	(a) Rails.
..	..	5	..	..	..	..	..	..	..	..	..	(b) Steel sleepers.
..	..	12,67	..	..	9,86	..	..	10,48	..	..	5,10	(c) Cast iron sleepers.
40	11	66	..	82	37	..	14	1,57	..	4,61	7,34	(d) Wooden sleep- ers.
..	..	..	..	..	..	..	..	..	..	..	2	(e) Chairs and fasten- ings.
8,83	58	8	60	31	1	..	5,05	15	..	8,97	79	(f) Concrete sleepers.
..	..	..	..	1	..	..	7	2	..	..	..	5. Rolling-stock:—
..	1	..	..	..	..	..	..	..	..	..	..	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(c) Steam coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(e) Internal combus- tion coaches and spare parts.
..	..	..	..	..	..	..	..	..	..	..	..	(f) Coaching stock.
..	46	8,26	..	11	..	..	..	1,30	..	..	39,13	(g) Goods stock.
5,63	1,09	38	30	41	5	..	2,11	69	..	12,80	2,77	(h) Spare parts— coaching and goods stock.
..	23	..	..	..	..	..	..	..	..	18	..	(i) Motor cars.
2,12	63	67	24	61	38	..	61	52	..	3,86	2,73	6. Building and station materials and fencing.
9	1,24	17	11	51	3	..	69	13	..	2,51	94	7. Tools and Stores:—
62	2,18	3,79	1,65	96	78	..	28	11	..	2,37	2,46	(a) Tools and out- let.
29	15	5	..	32	73	..	2,37	1,53	..	..	..	(b) Steel (excluding permanent-way materials).
29	1,13	1,79	57	14	51	..	2,03	2,67	..	5,96	25,05	(c) Iron (excluding permanent-way materials).
..	2	4,09	..	..	58	..	18	4,33	..	5	3,47	(d) Other metals.
..	3,78	2,64	..	61	2,20	..	3,27	2,15	..	3,80	6,02	(e) Timber.
..	..	40	..	5	36	..	..	48	..	..	4,41	(f) Oils.
1,08	0,94	3,82	1,33	1,76	1,89	..	3,72	4,81	26	13,62	27,07	(g) Portland cement.
3,76	2,20	2	1	1,36	1	..	6,77	24	..	7,83	1,46	(h) All other stores.
..	..	23,58	3	..	26,37	..	..	12,78	..	..	23,70	8. Electrical plant and materials.
..	..	20	..	..	14	..	..	1,67	..	..	61	9. Other materials pur- chased in India:—
..	..	5	..	..	29	..	..	27	..	..	1,42	(a) Coal and coke.
..	..	16	..	..	1	..	..	15	..	..	66	(b) Stone.
..	..	4,40	..	..	4,47	..	..	58	..	..	3,64	(c) Bricks.
..	..	2,40	..	..	1,22	..	..	27	..	..	..	(d) Indian lime.
24,22	24,26	81,23	5,00	8,53	55,46	..	27,94	50,07	26	70,81	1,93,36	(e) Ballast.
												(f) Others.
												Total.

† Includes figures for Central Indian Coalfields Railway.

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores

„ „ *B* indicate Value of imported

„ „ *C* indicate Value of stores of

Stores purchased. 24	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	84	..	..	..	..	..	12	25
2. Engineers' plant, excluding petty tools	13	1	2	14	..	..	97	14
3. Workshop machinery and heavy tools	2,19	1	43	1,36	..	9	2,40	15
4. Permanent-way :—									
(a) Rails	15,30	..	..	6,60	..	1,94	16,67
(b) Steel sleepers	2	12	..	..	2,09	..	3	26
(c) Cast iron sleepers	13,29	..	..	..	..	41	11,54
(d) Wooden sleepers	1,93	..	..	10,26	..	..	23,24
(e) Chairs and fastenings	1,76	1,01	1,94	27	37	..	5	31
(f) Concrete sleepers
5. Rolling-stock :—									
(a) Locomotives and spare parts	9,81	37	5,52	87	4	..	9,53	7
(b) Rail motors and spare parts	3	..	..	..	..	..	1	1
(c) Steam coaches and spare parts	10
(d) Electric motor coaches and spare parts	10	..	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts	3,12	..	..	..	..	..
(f) Coaching stock	3,10	..	..	..	..	197	..
(g) Goods stock	15,46	..	..	18,95	..	..	..
(h) Spare parts—coaching and goods stock . . .	5	11,01	6	5,43	1,98	3,06	..	13,23	87
(i) Motor cars	5	..	..	..	..	..	87	..
6. Building and station materials and fencing	2,46	90	7	53	1,03	..	2,02	2,53
7. Tools and stores :—									
(a) Tools and outlery	1,83	17	65	61	9	..	1,97	20
(b) Steel (excluding permanent-way materials)	4,14	1,10	60	1,79	90	..	2,47	3,71
(c) Iron (excluding permanent-way materials)	12	45	24	17	47	..	55	30
(d) Other metals	5,07	1,47	29	1,73	3	..	87	6
(e) Timber	1,52	..	1	3,04	..	..	6,85
(f) Oils	9,59	65	1	5,32	45	..	6,42	6,85
(g) Portland cement	81	..	..	51	..	..	67
(h) All other stores	8,67	7,18	1,79	3,76	3,14	..	11,36	16,11
8. Electrical plant and materials	9,96	9	84	4,16	6	..	7,68	10
9. Other materials purchased in India :—									
(a) Coal and coke	36,46	..	..	20,92	..	..	42,72
(b) Stone	9	..	..	1	..	..	11
(c) Bricks	33	..	..	41	..	..	18
(d) Indian lime	11	..	..	15	..	..	7
(e) Ballast	3,78	..	..	3,60	..	..	1,60
(f) Others	1,69	97	..	..	2	..	16,57	25
Total . . .	5	69,56	1,06,81	20,95	22,70	85,20	9	81,44	1,35,82

DIX A—concl'd.

Nizam's State Railways) during the year 1934-35. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Robilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
			71	18	10	90	1,19	12,05	1. Bridge work.
..	..	..	8	32	7	85	5,55	66	2. Engineers' plant ex- cluding petty tools.
..	3	1	1,05	24	14	8,32	12,07	36	3. Workshop machinery and heavy tools.
..	3	..	..	..	4,10	3,55	2,09	79,04	4. Permanent-way :— (a) Rails.
..	..	..	60	6	1,27	60	11	17,27	(b) Steel sleepers.
..	..	..	..	..	..	..	41	30,03	(c) Cast iron sleep- ers.
..	..	2,46	..	..	7,31	..	..	1,06,28	(d) Wooden sleep- ers.
..	..	..	..	..	..	..	..	..	(e) Chairs and fasten- ings.
24	12	4	1,12	19	1,55	4,99	8,25	15,82	(f) Concrete sleepers.
..	..	..	..	..	..	..	..	2	
..	..	..	..	..	..	..	..	..	5. Rolling-stock :—
33	11	11	6,74	87	1	33,96	39,27	2,70	(a) Locomotives and spare parts.
..	..	..	..	..	..	..	12	3	(b) Rail motors and spare parts.
..	..	..	..	..	..	..	1	10	(c) Steam coaches and spare parts.
..	..	..	12	2	..	12	21	..	(d) Electric motor coaches and spare parts.
..	..	..	..	..	..	3,12	..	..	(e) Internal combus- tion coaches and spare parts.
..	..	..	..	..	..	10	2,55	3,56	(f) Coaching stock.
5	6	..	..	..	..	4,12	10,92	1,00,72	(g) Goods stock.
9	..	1,87	..	10,20	..	..	..	..	(h) Spare parts— coaching and goods stock.
47	..	2	4,63	2,47	5	24,77	48,37	10,19	(i) Motor cars.
..	..	..	..	2	..	..	1,44	..	
..	7	3	25	52	1,69	2,73	14,95	14,36	6. Building and station materials and fenc- ing.
..	..	..	..	..	..	..	..	..	7. Tools and stores :—
1	9	1	47	54	20	1,60	12,59	2,30	(a) Tools and out- letty.
..	7	..	97	91	43	4,71	22,24	18,39	(b) Steel (excluding permanent-way materials).
..	33	7	1	9	30	80	5,30	4,50	(c) Iron (excluding permanent-way materials)
..	27	7	2,35	1,17	53	3,79	28,62	33,76	(d) Other metals.
..	..	4	..	..	1,47	..	26	30,20	(e) Timber.
..	5	52	..	3,18	1,16	1	44,88	25,10	(f) Oils.
..	..	..	..	18	1,01	..	35	11,34	(g) Portland cement.
3	51	61	1,44	5,74	2,65	7,40	72,68	78,78	(h) All other stores.
..	37	..	4,65	2,10	18	9,83	51,24	2,72	8. Electrical plant and materials.
..	..	1,58	..	..	10,09	3	..	49,48	9. Other materials pur- chased in India :—
..	..	..	..	..	4	..	..	4,28	(a) Coal and coke.
..	..	..	..	..	42	..	..	3,62	(b) Stone.
..	..	..	..	..	1	..	..	1,39	(c) Bricks.
..	..	..	..	..	2,49	..	..	27,95	(d) Indian lime.
..	..	..	..	..	9	..	18,26	6,10	(e) Ballast.
..	..	17	..	..	..	..	..	..	(f) Others
1,22	2,11	7,51	25,19	29,09	37,36	1,16,30	4,03,93	8,93,10	Total.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Ra.	Tons.	Tons.	Tons.
Bokaro . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	1932-33	30,07,933	400,281	Nil	85,313
				1933-34	30,57,967	438,425	Nil	113,225
				1934-35	(a)20,35,511	543,113	Nil	128,953
Swang . . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	1932-33	17,66,047	63,944	4,893	6,394
				1933-34	(a)17,48,995	50,402	3,595	2,100
				1934-35	18,42,180	43,718	3,995	11,522
Kurarhbarree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	1932-33	71,13,620	382,999	38,795	148,140
				1933-34	72,42,679	441,398	95,007	107,958
				1934-35	(a)71,77,738	473,067	107,672	190,398
Bhirkunda .	State . . .	Bihar and Orissa.	1st June 1927.	1932-33	54,84,606	111,521	Nil	36,614
				1933-34	(a)53,28,793	78,202	Nil	25,146
				1934-35	(a)53,26,342	75,160	Nil	28,953
Kargali . . .	State . . .	Bihar and Orissa.	18th July 1917.	1932-33	44,84,689	361,629	18,361	43,929
				1933-34	(a)43,71,539	406,512	21,986	67,436
				1934-35	(a)42,85,734	379,497	1,828	63,847
Argada . . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	1932-33	29,50,144	172,836	Nil	17,515
				1933-34	(a)29,20,301	173,398	Nil	21,757
				1934-35	(a)28,27,165	229,719	Nil	21,606
Tatcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	1932-33	16,55,747	11,629	Nil	4,324
				1933-34	18,08,970	40,846	Nil	9,873
				1934-35	19,40,404	91,022	Nil	11,343
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	1932-33	38,00,353	84,065	Nil	5,496
				1933-34	38,55,435	1,80,004	Nil	5,058
				1934-35	39,21,279	136,138	Nil	5,778
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	1932-33	68,95,005	113,256	7,479	13,573
				1933-34	(b)79,10,829	102,930	16,322	22,134
				1934-35	(a)78,46,056	91,410	17,390	9,620
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	1932-33	20,70,418	†	†	†
				1933-34	(b)20,78,976	††	††	††
				1934-35	20,84,709	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	1932-33	5,38,251	12,793	Nil	1,411
				1933-34	(b)7,90,582	82,806	N	689
				1934-35	10,62,463	121,189	Nil	1,706
Kedla .	East Indian and Bengal Nagpur Railways	Bihar and Orissa.	..	1932-33	7,23,136	§	§	§
				1933-34	7,23,136	§	§	§
				1934-35	7,38,124	§	§	§

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.

(b) Revised figures.

DIX B.

for the years 1933-34 to 1934-35.

PUT.	Quantity issued.	Working expenses.	Average cost of a ton of coal.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Colliery.
Total.	11	12	13	14	15	16	17	18
Tons.	Tons.	Rs.	Rs.		Tons.			
485,594	485,594	†	†	3,115	156	1	4	Bokaro.
551,650	551,650	†	†	1,694	326	1	8	
672,266	672,416	†	†	1,809	372	Nil	9	
75,231	75,531	**17,17,617	3.06	1,015	74	1	Nil	Swang.
56,097	56,097	**19,63,568	(b)3.24	243	231	Nil	Nil	
59,235	59,235	**19,77,163	2.72	262	226	Nil	1	
569,933	550,326	26,35,340	4.62	4,776	119	4	26	Kurharbaree and Serampore.
644,363	604,780	26,81,786	(b)4.27	6,624	97	4	24	
771,137	771,137	28,32,007	3.71	6,428	120	4	16	
148,135	148,135	†	†	875	252	1	Nil	Bhurkunda.
103,348	103,348	†	†	812	127	Nil	1	
104,113	103,413	†	†	717	134	Nil	Nil	
423,919	423,919	16,52,837	3.90	5,174	82	Nil	7	Kargali.
495,934	495,934	18,24,787	3.68	3,711	134	2	7	
445,172	445,172	12,21,016	2.75	2,944	148	Nil	5	
194,228	195,078	7,09,178	3.65	755	257	2	1	Argada.
195,155	(b)193,674	6,58,557	3.37	879	222	Nil	1	
251,316	252,797	8,05,120	3.20	1,126	223	Nil	2	
19,371	18,521	1,82,850	9.44	513	38	1	Nil	Talcher.
50,719	51,401	2,98,651	5.89	628	81	Nil	1	
106,265	106,179	4,01,070	3.77	865	123	3	5	
89,561	89,494	4,27,173	4.77	169	530	1	43	Jarangdih.
185,062	(b)185,062	(b)6,06,809	(b)3.28	177	1,046	2	49	
141,916	141,916	4,60,323	3.25	158	898	1	50	
134,308	128,023	6,73,781	4.68	1,268	106	3	15	Religara.
141,386	140,810	6,50,480	4.60	1,357	104	1	26	
118,420	127,668	5,29,505	4.47	1,219	97	Nil	17	
†	†	†	†	†	†	†	†	Kurasia.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
14,204	13,792	†	†	960	15	Nil	Nil	Kedra.
(b)83,486	(b)83,476	2,85,141	(b)3.42	440	(b)190	Nil	2	
122,895	122,905	4,23,028	3.44	566	217	Nil	6	
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

† Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

**See remarks against†

§ Further Development postponed indefinitely.

I.—Statement of the Number of Servants of all races employed on each Railway system (open lines)

Railways.	Number of									
	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	56	53	10,257	10,339	5,552	5,317	264	215	101	125
Bengal & North Western.	97	97	22,765	23,171	3,507	3,706	209	221	9	12
Bengal-Nagpur .	441	409	55,375	53,990	6,119	6,295	1,366	1,559	555	641
Bombay, Baroda & Central India.	308	291	*48,402	48,267	*11,348	11,115	968	1,015	157	162
Burma .	112	107	14,835	14,410	2,567	2,415	638	639	626	623
Eastern Bengal .	204	187	34,453	36,268	13,131	13,839	577	629	131	192
East Indian .	948	814	92,750	94,479	24,336	24,208	2,250	2,515	360	473
Great Indian Peninsula.	558	517	66,674	61,236	10,250	10,343	*1,620	1,535	305	266
Jodhpur .	26	27	5,099	5,318	1,591	1,592	19	21	10	9
Madras & Southern Mahratta.	192	182	38,544	38,463	5,562	5,511	1,930	1,881	16	16
Nizam's State .	78	77	12,874	12,885	2,563	2,550	424	457	9	12
North Western .	623	507	35,071	35,925	56,803	56,952	999	1,178	5,925	6,062
Rohilkund and Kumaun.	22	17	3,645	3,792	1,760	1,711	28	33	Nil	Nil
South Indian .	134	129	28,290	29,063	1,995	1,996	1,363	1,343	3	Nil
• Total .	3,799	3,414	*469,034	470,636	*147,084	147,550	*12,655	13,241	8,210	8,592
CLASS II.										
Barsi Light .	9	9	1,236	1,217	171	195	19	13	Nil	Nil
Bengal-Dooars .	4	4	1,419	1,472	314	251	6	7	Nil	Nil
Bhavnagar State	2	2	2,829	2,945	253	257	6	11	Nil	Nil
Bikaner State .	5	6	3,220	3,098	752	755	2	2	18	21
Darjeeling-Himalayan.	9	8	1,651	1,679	66	51	24	21	3	4
Dibru-Sadiya .	11	10	1,756	1,968	288	306	3	4	25	27
Gaekwar's Baroda State.	Nil	1	3,159	3,287	308	309	16	27	23	32
Gondal .	Nil	Nil	1,245	1,030	57	62	Nil	Nil	Nil	Nil
Jamnagar-Dwarka	1	1	1,026	991	226	208	1	1	Nil	Nil
Junagad State .	3	3	1,017	1,029	194	212	6	6	Nil	Nil
Morvi .	Nil	Nil	824	934	58	106	Nil	1	Nil	Nil
Mysore .	2	3	1,082	1,437	153	226	32	33	Nil	Nil
Shahdara (Delhi)-Saharanpur.	3	3	362	359	217	240	1	2	4	5
Total .	*49	50	*20,826	21,446	*3,057	3,178	*116	128	73	89
† Class III, Total .	*21	21	*5,695	5,766	*1,023	1,066	*24	25	4	3
Railway Board & other Railway Offices.	37	36	*2,112	2,120	*472	482	46	44	52	55
† Grand Total .	3,906	3,521	*4,97,667	4,99,968	*1,51,636	1,52,276	*12,841	13,438	8,339	8,739

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

only and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35.

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	
12	13	14	15	16	17	18	19	20	21	
										CLASS I.
32	62	143	202	16,352	16,260	16,408	16,313	16,408	16,313	Assam-Bengal.
201	208	9	5	26,700	27,323	26,797	27,420	26,797	27,420	Bengal & North-Western.
926	971	93	55	64,434	63,511	64,875	63,920	64,875	63,920	Bengal-Nagpur.
*1,606	1,563	*1,240	1,243	*63,721	63,365	*64,029	63,656	*64,029	63,656	Bombay, Baroda & Central India.
386	406	5,365	4,938	24,417	23,461	24,529	23,568	24,530	23,570	Burma.
194	207	16	13	48,502	51,148	48,706	51,335	48,711	51,338	Eastern Bengal.
644	714	348	155	120,688	122,544	121,636	123,358	121,640	123,363	East Indian.
3,229	3,286	1,011	1,025	*83,089	80,691	*83,647	81,208	*83,650	81,209	Great Indian Peninsula.
66	75	8	9	6,793	7,024	6,819	7,051	6,820	7,051	Jodhpur.
3,294	3,547	96	82	49,442	49,499	49,634	49,681	49,634	49,681	Madras & Southern Mahratta.
738	762	70	60	16,678	16,726	16,756	16,803	16,756	16,803	Nizam's State.
914	1,037	2,198	2,209	101,910	103,363	102,533	103,870	102,538	103,875	North Western.
7	7	Nil	Nil	5,440	5,543	5,462	5,560	5,462	5,560	Rohilkund and Kumaun.
3,551	3,649	185	149	35,387	36,200	35,521	36,329	35,521	36,329	South Indian.
*15,788	16,494	*10,782	10,145	*663,553	666,658	*667,352	670,072	*667,371	670,088	Total.
										CLASS II.
39	47	1	1	1,466	1,473	1,475	1,482			Barsi Light.
7	3	3	5	1,749	1,738	1,753	1,742			Bengal-Dooars.
33	29	35	36	3,156	3,278	3,158	3,280			Bhavnagar State.
4	4	Nil	Nil	3,996	3,880	4,001	3,886			Bikaner State.
11	12	9	18	1,764	1,785	1,773	1,793			Darjeeling Himalayan.
17	17	Nil	Nil	2,089	2,322	2,100	2,332			Dibru-Sadiya.
21	32	5	9	3,532	3,696	3,532	3,697			Gaekwar's Baroda State.
14	7	6	3	1,322	1,102	1,322	1,102			Gondal.
9	9	2	1	1,264	1,210	1,265	1,211			Jamnagar-Dwarka.
8	7	1	3	1,226	1,257	1,229	1,260			Junagad State.
Nil	1	1	2	883	1,044	883	1,044			Morvi.
Nil	Nil	124	139	1,391	1,835	1,393	1,838			Mysore.
Nil	Nil	3	3	587	609	590	612			Shahdara (Delhi) Saharanpur.
163	168	190	220	*24,425	25,229	*24,474	25,279			Total.
*45	44	23	24	*6,814	6,928	*6,835	6,949			† Class III Total.
52	48	4	2	*2,738	2,751	*2,775	2,787			Railway Board & other Railway Offices.
*16,048	16,754	*10,999	10,391	*6,97,530	7,01,566	*7,01,435	7,05,087			† Grand Total.

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

II.—Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1933-34 and 1934-35.

Name of Railway.	31st MARCH 1934.										31st MARCH 1935.							
	Europeans.	INDIANS.						Total No. on the Railway (Col. 1 plus 8).	Euro- peans.	INDIANS.						Total No. on the Railway (Column 10 plus 17).		
		Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.			Total (Cols. 2 to 7).								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
<i>State Managed Railways.</i>																		
Burma ..	31	2,133	636	550	76	248	1,098	4,741	4,772	28	2,102	631	539	84	254	1,101	4,771	4,799
Eastern Bengal ..	143	7,459	1,564	556	27	35	15	9,656	9,799	131	7,722	1,639	576	36	39	12	10,024	10,155
East Indian ..	587	15,750	3,827	2,323	122	204	21	22,247	22,834	505	15,975	3,876	2,351	141	214	22	22,579	23,084
Great Indian Peninsula ..	400	10,561	1,890	1,468	73	1,349	701	16,042	16,442	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106
North Western ..	429	11,558	5,965	1,053	1,455	185	99	20,315	20,744	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576
Railway Board and Miscellaneous Offices.	2	1,794	393	45	57	41	4	2,334	2,336	2	1,813	407	45	62	40	2	2,369	2,371
Total ..	1,592	49,255	14,275	5,995	1,810	2,062	1,938	75,335	76,927	1,375	49,380	14,516	5,919	1,862	2,089	1,950	75,716	77,091
<i>Company Managed Railways.</i>																		
Assam Bengal ..	18	2,631	706	191	21	28	11	3,588	3,606	16	2,609	688	195	23	27	11	3,553	3,569
Bengal Nagpur ..	108	8,019	732	1,043	90	197	15	10,096	10,204	109	8,072	743	1,137	94	199	15	10,260	10,369
B. and N. Western ..	33	3,731	1,128	212	9	84	2	5,166	5,199	32	3,887	1,124	223	14	82	2	5,332	5,364
B. B. and Central India ..	193	15,804	4,538	958	108	1,039	1,131	23,668	23,861	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849
M. and S. Mahatma ..	98	7,152	907	1,284	3	643	120	10,109	10,207	93	7,071	882	1,294	4	644	121	10,016	10,109
R. and Kumaon ..	8	615	265	30	..	5	..	915	923	7	637	270	31	1	6	..	945	952
South Indian ..	59	7,364	553	966	..	778	6	9,667	9,726	57	7,208	536	936	..	791	7	9,478	9,535
Total ..	517	45,406	8,829	4,684	231	2,774	1,285	63,209	63,726	492	45,331	8,822	4,782	240	2,700	1,320	63,255	63,747
GRAND TOTAL ..	2,109	94,661	23,104	10,679	2,041	4,836	3,223	138,544	140,653	1,867	94,711	23,338	10,701	2,102	4,849	3,270	138,971	140,838

[Summary of Appendices D (ii) to D (vi).]

*Number of persons killed or injured in Railway Workshops, etc., in 1934-35 not included in the above summary.	Killed ..	12	4	16	Totals (b), (c) & (d) (Col. 404).
	Injured ..	7,342	11	7,353	

† New item, introduced from 1932-33.

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed . . . . .	..	..	..	1	..	3	13	5
	Injured . . . . .	..	..	1	1	2	9	14	11
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed . . . . .	..	1	2	1	2	1	1	4
	Injured	1	3	22	..	6	15	5	28
3. Crossing the line at stations	Killed . . . . .	..	1	..	..	..	1	3	..
	Injured . . . . .	..	1	..	3	..	1	2	1
4. Closing of carriage doors	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	..	..	1	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed . . . . .	..	5	9	10	..	17	15	15
	Injured	9	77	16	42	21	63	31	75
6. Other accidents	Killed . . . . .	..	2	..	2	..	..	3	1
	Injured	1	1	1	6	..	4	16	45
TOTAL (a)	Killed . . . . .	..	9	11	14	2	22	35	25
	Injured	11	82	40	52	29	93	68	164
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed . . . . .	..	..	..	..	..	1	1	1
	Injured	4	..	2	76	19	10	161	107
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed . . . . .	..	..	..	..	..	..	1	..
	Injured . . . . .	..	..	..	5	..	..	4	..
3. Passing over or standing upon buffers during shunting	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured . . . . .	..	..	..	5	2	..	..	1
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed . . . . .	..	..	2	1	2	1	1	1
	Injured	1	1	4	7	6	4	24	14
5. Braking, spragging or choking wheels	Killed . . . . .	..	..	..	..	..	..	1	1
	Injured . . . . .	..	..	..	8	2	..	35	29
6. Attending to ground points, marshalling trains, etc.	Killed . . . . .	..	..	..	..	..	..	..	..
	Injured	1	..	..	5	3	..	9	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed . . . . .	..	..	..	..	..	..	1	..
	Injured . . . . .	..	1	..	4	3	2	8	..
8. Other accidents during shunting operations not included in the preceding items.	Killed . . . . .	..	..	1	..	..	1	2	..
	Injured . . . . .	..	3	3	9	12	6	52	53
TOTAL (i)	Killed . . . . .	..	..	3	1	2	3	7	3
	Injured	6	5	9	119	47	22	293	205

DIX D (ii).

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Acci- dents [see Col. 7 (a)].
Jodhpur.	Madras and Southern Mah- ratta.	Nizam's State.	North Western.	Rohil- kund and Kumaon.	South Indian.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35. (Cols. 23, 25 and 27.) 29	1933-34. (Cols. 24, 26 and 28.) 30	
17.	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	6	2	..	30	54	..	..	..	..	30	54	1
..	..	..	13	..	..	51	72	..	..	..	..	51	72	
..	..	..	6	..	3	21	21	2	..	..	..	23	21	2
..	..	..	15	..	2	97	119	..	..	1	..	98	119	
..	..	..	..	..	..	5	7	..	..	..	2	5	9	3
..	..	..	1	..	..	9	5	1	..	..	..	10	5	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	2	..	..	7	5	..	..	..	..	7	5	
..	3	2	32	..	5	113	108	3	2	2	..	118	110	5
7	37	4	77	7	40	506	463	10	30	15	12	531	505	
..	..	..	2	..	..	10	10	..	..	3	..	13	10	6
1	8	..	5	..	1	89	78	2	1	6	..	97	79	
..	3	2	46	2	8	179	200	5	2	5	2	189	204	Total (a).
8	45	4	113	7	43	759	742	13	31	22	12	794	785	
..	..	1	3	..	..	7	6	..	..	..	..	7	6	1
6	33	9	73	..	14	514	467	1	2	5	3	520	472	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	2
..	1	..	6	1	..	17	14	..	1	..	..	17	15	
..	..	..	..	..	..	..	1	..	..	..	..	..	1	3
..	1	..	1	..	..	10	6	..	2	..	..	10	8	
..	..	..	1	..	..	9	4	..	1	..	..	9	5	4
1	4	..	12	..	1	79	86	1	..	2	..	82	86	
1	..	..	..	..	..	3	..	1	..	..	..	4	..	5
..	3	..	10	..	..	87	89	..	..	1	2	88	91	
..	..	..	..	..	..	..	2	..	..	..	..	..	2	6
..	1	..	..	..	1	21	7	..	..	1	..	22	7	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	10	14	..	..	..	..	19	14	
..	..	1	4	..	..	9	8	..	..	..	..	9	8	8
..	11	2	27	..	10	188	161	1	4	2	..	191	165	
1	..	2	8	..	..	30	21	1	1	..	..	31	22	Total (.).
7	54	11	130	1	26	935	844	3	9	11	5	949	858	

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Penin-sula.
32	33	34	35	36	37	38	39	40	41
(b) RAILWAY SERVANTS—<i>conld.</i>									
(ii) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed .	..	..	..	..	..	2	..	1
	Injured .	2	4	2	6	3	6	8	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed .	..	..	..	..	..	..	..	1
	Injured .	..	..	..	15	1	1	3	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed .	..	1	..	2	..	..	1	2
	Injured .	2	1	..	3	2	3	12	41
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed .	..	..	..	..	..	..	..	..
	Injured .	..	..	..	35	10	19	270	271
13. Working on the permanent-way, sidings, etc.	Killed .	..	..	1	..	..	..	3	3
	Injured .	..	..	2	3	1	..	..	2
14. Attending to gates at level-crossings . .	Killed .	..	..	..	..	..	1	2	1
	Injured .	..	1	..	3	..	..	2	1
15. Walking, crossing, or standing on the line on duty.	Killed .	..	1	..	12	..	13	14	9
	Injured .	..	4	5	7	2	3	11	4
16. Being caught between vehicles	Killed .	..	..	..	1	..	1	2	..
	Injured .	..	..	..	1	1	1	..	3
17. Falling or being caught between trains and platforms, walls, etc.	Killed .	..	..	..	1	..	..	1	..
	Injured .	..	1	1	5	..	..	5	..
18. Walking, etc., on the line on the way home or to work.	Killed .	1	..	..	..	2	5	6	4
	Injured .	1	..	..	10	1	2	6	3
19. Miscellaneous	Killed .	..	..	1	..	1	2	4	1
	Injured .	..	3	4	15	10	39	46	61
TOTAL (ii).	Killed .	1	2	2	16	3	24	33	22
	Injured .	5	14	14	103	31	74	363	405
TOTAL RAILWAY SERVANTS (b)=[(i) + (ii)]	Killed .	1	2	5	17	5	27	40	25
	Injured .	11	19	23	222	78	96	656	610
(c) OTHER PERSONS.									
1. Passing over the railway at level crossings .	Killed .	..	2	1	..	..	3	9	8
	Injured .	..	3	..	..	3	..	3	..
2. Trespassing on the line	Killed .	50	167	167	130	77	185	456	171
	Injured .	48	107	65	60	34	70	118	40
3. Suicides	Killed .	..	6	42	25	3	15	181	65
	Injured .	..	4	8	..	..	..	1	2
4. Miscellaneous	Killed .	..	3	3	..	..	..	18	2
	Injured .	..	10	2	..	2	2	13	13
TOTAL OTHER PERSONS (c)	Killed .	50	178	213	155	80	203	664	246
	Injured .	48	124	75	60	39	72	135	55
(d) GRAND TOTAL =(a) + (b) + (c)	Killed .	51	189	229	186	87	252	739	296
	Injured .	70	225	138	334	146	261	859	829

DIX D (ii)—concl'd.

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of accidents (see Col. 32). 56
Jodhpur. 42	Madras and Southern Maharatta. 43	Nizam's State. 44	North Western. 45	Rohil- kund and Kumaon. 46	South Indian. 47	1934-35. 48	1933-34. 49	1934-35. 50	1933-34. 51	1934-35. 52	1933-34. 53	1934-35. (Cols. 48, 50 & 52.) 54	1933-34. (Cols. 49, 51 & 53.) 55	
..	1	..	1	..	..	5	8	1	..	..	2	6	10	9
..	3	..	17	1	6	73	62	..	3	1	2	74	67	
..	..	..	3	..	..	4	1	..	..	..	..	4	1	10
..	..	..	5	..	..	29	17	..	1	1	..	30	18	
..	..	..	..	..	1	7	13	3	1	..	..	10	14	11
..	8	1	25	..	..	98	102	1	1	..	4	99	107	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
1	..	..	40	..	2	648	495	..	..	..	..	648	495	
..	2	..	..	..	..	9	18	..	1	..	1	9	20	13
..	1	..	3	..	..	12	13	1	..	..	1	13	14	
..	..	..	1	..	..	5	12	..	..	..	..	5	12	14
..	..	..	1	1	..	9	6	..	..	..	..	9	6	
1	4	2	12	..	3	71	52	1	..	..	..	72	52	15
1	3	1	16	1	2	60	58	1	1	2	..	63	59	
..	1	..	..	..	1	6	5	..	..	..	..	6	5	16
..	1	..	4	..	..	11	7	..	1	..	..	11	8	
..	..	..	..	..	..	2	2	..	..	..	..	2	2	17
..	1	..	..	..	..	13	9	..	..	..	1	13	10	
1	..	..	2	..	..	21	16	..	..	..	..	21	16	18
..	..	..	5	..	..	28	13	2	..	..	..	30	13	
..	3	..	..	..	..	12	21	5	2	..	..	17	23	19
6	78	7	46	..	4	319	307	11	11	..	2	330	320	
2	11	2	19	..	5	142	148	10	4	..	3	152	155	Total (ii)
8	95	9	162	3	14	1,300	1,089	16	18	4	10	1,320	1,117	
3	11	4	27	..	5	172	169	11	5	..	3	183	177	Total (b).
15	149	20	202	4	40	2,235	1,933	19	27	15	15	2,269	1,975	
..	..	..	..	1	..	24	35	..	..	..	..	24	35	1
..	..	1	..	1	1	12	11	5	1	..	19	17	31	
10	92	30	258	16	146	1,955	1,760	48	41	16	11	2,019	1,832	2
3	18	4	64	6	15	652	549	16	22	25	..	693	571	
..	37	3	41	..	37	455	388	3	5	2	..	460	393	3
..	..	..	..	..	..	15	15	..	..	1	..	16	15	
..	3	2	2	..	5	38	43	4	2	..	2	42	47	4
1	3	2	6	2	3	59	58	5	1	..	3	64	62	
10	132	35	301	17	188	2,472	2,246	55	48	20	13	2,545	2,307	Total (c).
4	21	7	70	9	19	738	633	26	24	26	22	790	679	
13	146	41	374	19	201	2,823	2,615	71	55	23	18	2,917	2,688	Grand Total (d).
27	215	31	475	20	102	3,732	3,308	58	52	63	49	3,853	3,439	

DIX D (iii).

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons. killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	7	7	..	..	..	..	..	..	..	..	7 (b)
..	12	12	..	..	..	..	..	..	..	..	8 (a)
..	54	54	..	..	..	..	1	..	1	..	8 (b)
..	..	..	..	..	..	..	..	..	..	..	9 (a) 1
..	12	12	..	..	..	..	..	..	..	..	9 (a) 2
..	..	..	..	..	..	..	..	..	..	..	9 (b) 1
..	13	13	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	..	..	..	..	..	..	..	..	..	..	9 (e)
..	43	43	..	..	..	..	..	..	..	..	9 (f)
..	1	1	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	4	4	..	..	..	..	..	..	..	..	10 (a)
..	1	1	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
..	5	5	..	1	..	..	..	..	..	1	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	57	57	..	..	..	..	..	..	..	..	12 (b)
..	7	7	..	..	..	..	..	..	..	..	12 (c)
..	4	4	..	..	..	..	..	1	..	1	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	1	1	..	..	..	..	..	..	..	..	12 (f)
..	8	8	..	..	..	..	..	..	..	..	12 (g)
..	235	235	..	1	..	2	1	1	1	4	Total.

DIX D (iii)—contd.
 permanent-way, etc., during the year 1934-35 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—contd.

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total. (Cols. 93 and 94.)	Passengers.		Railway servants.		Other persons.		Total		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1	1	..	1	..	1	..	..	..	2	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	1	..	..	..	1	6
..	19	19	..	..	..	..	..	..	..	..	7 (a)
..	4	4	..	..	..	..	..	..	..	..	7 (b)
..	22	22	..	..	..	..	..	..	..	..	8 (a)
..	613	613	..	..	..	1	..	..	..	1	8 (b)
..	1	1	..	..	..	..	..	..	..	..	9 (a) 1
..	49	49	..	..	..	..	..	..	..	..	9 (a) 2
..	39	39	..	..	..	..	..	..	..	..	9 (b) 1
..	85	85	..	..	..	..	..	..	..	..	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	2	2	..	..	..	..	..	..	..	..	9 (e)
..	163	163	..	..	..	..	..	..	..	..	9 (f)
..	..	..	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	40	40	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	17	17	..	..	..	..	..	..	..	..	10 (c)
..	2	2	..	..	..	..	..	..	..	..	10 (d)
..	8	8	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	6	6	..	..	..	..	..	..	..	..	12 (a)
..	779	779	..	..	..	..	..	..	..	..	12 (b)
5	7	12	..	..	..	..	..	..	..	..	12 (c)
8	2	10	..	..	..	..	..	..	..	..	12 (d)
..	3	3	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	5	5	..	..	..	..	..	..	..	..	12 (g)
13	1,872	1,885	..	1	..	3	..	..	..	4	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	C L A S S I										
	BURMA.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 109, 111 and 113.)	In-jured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(b) other causes	11	..	11	..	..	..	3	..	..	..	3
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(b) other causes	1	19	20	..	1	..	4	..	..	..	5
9. Failure of engines and rolling stock—											
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . . . .	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	23	23	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes. . . . .	..	4	4	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	48	48	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	2	2	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear. . . . .	..	64	64	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock . . . . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	5	5	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	3	8	11	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	4	4	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	6	6	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	3	396	399	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	2	5	7	..	..	..	..	3	2	3	2
(e) Train-wrecking	1	..	1	1	10	1	4	..	..	2	14
(f) Attempted train-wrecking . . . . .	..	8	8	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	14	14	..	..	..	..	..	2	..	2
Total	23	634	657	1	11	1	11	3	4	5	26

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAY S—contd.

EASTERN BENGAL.

EASTERN BENGAL.											
Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 105.) 128
			Killed. 120	Injured. 121	Killed. 122	Injured. 123	Killed. 124	Injured. 125	Killed. (Cols. 120, 122 and 124.) 126	Injured. (Cols. 121, 123 and 125.) 127	
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	.	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	3	4	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	.	..	..	.	5
..	..	.	..	..	..	..	.	.	..	..	6
..	..	.	..	..	..	..	..	.	.	..	7 (a)
10	..	10	..	1	..	2	..	..	..	3	7 (b)
1	5	6	..	..	..	1	..	..	..	1	8 (a)
1	19	20	..	..	..	1	..	..	..	1	8 (b)
..	3	3	..	..	..	..	..	..	..	..	9 (a) 1
..	15	15	..	..	..	..	..	..	..	..	9 (a) 2
..	5	5	..	..	..	..	..	..	..	..	9 (b) 1
..	38	38	..	..	..	..	..	..	..	..	9 (b) 2
..	3	3	..	..	..	..	..	..	..	..	9 (c)
..	2	2	..	..	..	..	..	..	..	..	9 (d)
..	2	2	..	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	94	94	..	..	..	..	..	..	..	..	9 (g)
..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	17	17	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	6	6	..	..	..	..	..	..	..	..	10 (c)
..	..	..	..	..	..	..	..	..	..	..	10 (d)
6	..	6	..	..	..	..	..	..	..	..	11 (a)
..	4	4	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	..	..	..	12 (a)
.	181	181	..	..	..	..	..	..	..	..	12 (b)
7	1	8	..	..	..	..	..	..	..	..	12 (c)
10	..	10	..	..	..	..	4	2	4	2	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
11	..	11	..	..	..	..	..	..	..	..	12 (f)
..	12	12	..	..	..	..	..	..	..	..	12 (g)
49	410	459	..	1	..	6	4	2	4	9	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railwa

Class of accident.	O L A S S I										
	EAST INDIAN										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 130	Other acci- dents. 131	Total. (Coln. 130 and 131.) 132	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 133, 135 and 137.)	In jured. (Cols. 134, 136 and 138.)
129				133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	13	..	7	..	1	..	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	14	14	..	..	..	5	..	..	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines	9	9	..	..	..	9	..	..	..	9
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(b) Other causes	22	22	..	..	..	..	..	..	..	..
8. Other derailments—
(a) due to trains running in the wrong direction through points.	1	11	12	..	..	..	4	..	..	..	4
(b) other causes	594	594	..	..	..	..	..	..	..	..
9 Failure of engines and rolling-stock—
(a) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—
(1) boilers and tubes.	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	109	109	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes.	19	19	..	..	..	..	..	..	..	..
(2) other causes	197	197	..	..	..	..	..	..	..	..
(c) The failure of tyre	1	1	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles	5	5	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear	770	770	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—
(a) Broken rails	60	60	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way	1	1	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments
11. Fires—
(a) Fire in trains	10	10	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	5	5	..	..	..	1	..	..	..	1
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.	..	12	12	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	1,291	1,291	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	1	19	20	..	..	1	1	..	1	..	2
(d) Trains running over obstructions or vehicles at level crossings.	6	6	..	..	..	..	..	1	..	1
(e) Train wrecking	1	1	2	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	1	18	19	..	..	..	..	..	..	..	..
(g) Miscellaneous	75	75	..	5	1	8	..	3	1	16
Total	6	3,266	3,272	..	18	2	35	..	6	2	59

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	3	3	..	..	..	..	..	..	..	..	1
..	10	10	..	..	..	2	..	..	..	2	2
..	6	6	..	..	..	..	..	..	..	..	3
2	25	27	..	..	..	11	1	1	1	12	4
..	42	42	..	..	..	1	..	..	..	1	5
..	17	17	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7 (a)
..	26	26	..	..	..	2	..	..	..	2	7 (b)
..	2	2	..	..	..	..	..	..	..	..	8 (a)
1	421	422	..	..	..	2	..	..	..	2	8 (b)
..	11	11	..	..	..	..	..	..	..	..	9 (a) 1
..	46	46	..	..	..	..	..	..	..	..	9 (a) 2
..	19	19	..	..	..	..	..	..	..	..	9 (b) 1
..	*433	*433	..	..	..	1	..	..	..	1	9 (b) 2
..	1	1	..	..	..	..	..	..	..	..	9 (c)
..	1	1	..	..	..	..	..	..	..	..	9 (d)
..	13	13	..	..	..	2	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	427	427	..	..	..	..	..	..	..	..	9 (g)
..	18	18	..	..	..	..	..	..	..	..	9 (h)
..	38	38	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	1	1	..	..	..	..	..	..	..	..	10 (c)
..	4	4	..	..	..	..	..	..	..	..	10 (d)
1	109	110	2	..	..	2	..	..	..	2	11 (a)
..	6	6	..	..	..	..	..	..	..	..	11 (b)
..	1	1	..	..	..	..	..	..	..	..	12 (a)
..	1,348	1,348	..	..	..	..	..	..	..	..	12 (b)
..	9	9	..	..	..	..	..	1	..	..	12 (c)
..	3	3	..	..	..	..	..	..	..	..	12 (d)
..	9	9	..	..	..	..	..	..	..	..	12 (e)
..	5	5	..	..	..	..	..	..	..	..	12 (f)
..	43	43	..	..	..	..	..	..	..	..	12 (g)
4	3,099	3,103	2	..	..	24	1	2	3	26	Total.

*325 Engine failures and 198 Electrical Multiple units failures on suburban service.

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 & 166). 167	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of Class of Accidents. (See column No. 153.) 176
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.) 174	Injured. (Cols. 169, 171 & 173) 175	
			168	169	170	171	172	173	174	175	
1	..	1	..	..	..	..	..	..	..	..	1
..	..	.	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	.	..	3
..	7	7	..	..	..	..	..	..	.	..	4
..	..	..	..	..	..	..	.	.		.	5
..	1	1	..	..	..	..	.			..	6
1	..	1	..	..	..	..	.				7 (a)
7	..	7	..	1	..	4	.			5	7 (b)
..	3	3	..	..	..	..	..				8 (a)
..	7	7	..	..	..	..					8 (b)
..	1	1	..	..	..	..					9 (a) 1
..	33	33	..	..	..	..	..			..	9 (a) 2
..	18	18	..	..	..	..	.			.	(b) 1
..	71	71	..	..	..	..	..			..	(b) 2
..	1	1	..	..	..	..	..				9 (c)
..	..	..	..	..	..	..	..				9 (d)
1	5	6	..	..	..	..	..			.	9 (e)
..	1	1	..	..	..	..	..			..	9 (f)
..	29	29	..	..	..	..	..			.	9 (g)
..	..	..	..	..	..	..	..	.		..	9 (h)
..	20	20	..	..	..	..	..			.	10 (a)
..	..	..	..	..	..	..	..			..	10 (b)
..	..	..	..	..	..	..	..			..	10 (c)
1	..	1	..	7	..	1	.			8	10 (d)
1	12	13	..	..	..	..	..			..	11 (a)
..	3	3	..	..	..	..	..				11 (b)
..	16	16	..	..	..	..	..			.	12 (a)
..	947	947	..	..	..	..	..			..	12 (b)
..	..	..	..	..	..	..	.		..	..	12 (c)
7	1	8	..	1	..	..	..	2	..	3	12 (d)
..	..	..	..	..	..	..	..	..	..	..	12 (e)
23	..	23	..	..	..	..	..	..	..	..	12 (f)
..	8	8	..	..	..	..	..	..	..	..	12 (g)
42	1,184	1,226	..	9	..	5	..	2	..	16	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accident.	O L A S S I										
	NIZAM'S STATE										
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 178	Other acci- dents. 179	Total. (Cols. 178 & 179.) 180	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 181, 183 & 185.) 187	In- jured (Cols. 182, 184 & 186.) 188
177				181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) other causes . . . . .	..	16	16	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes. . . . .	..	16	16	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . . .	..	8	8	..	..	..	..	..	..	..	..
(b) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes. . . . .	..	5	5	..	..	..	..	..	..	..	..
(2) other causes . . . . .	..	43	43	..	..	..	..	..	..	..	..
(c) The failure of tyres . . . . .	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels . . . . .	..	1	1	..	..	..	..	..	..	..	..
(e) Ditto axles . . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	1	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear. . . . .	..	..	..	..	..	..	..	..	..	..	..
(h) Ditto other Rolling Stock . . . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails . . . . .	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way . . . . .	..	3	3	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . . . . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains . . . . .	..	2	2	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line . . . . .	..	316	316	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level-crossings.	..	3	3	..	..	..	..	..	..	..	..
(e) Train wrecking. . . . .	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking . . . . .	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous . . . . .	..	2	2	..	..	..	..	..	..	..	..
Total	3	418	421	..	..	..	..	..	..	..	..

DIX D (iii) --contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS--contd.

NORTH WESTERN.											
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 189	Other accidents.	Total. (Cols. 189 and 190.)	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents (See column No. 177)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
190	191	192	193	194	195	196	197	198	199	200	
..	1	1	..	..	..	..	..	..	..	1
I	..	1	..	..	..	1	..	..	1	2
..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	4
1	..	1	..	..	..	1	2	..	2	5
..	1	1	..	..	..	2	..	..	2	6
4	2	6	..	..	..	..	..	..	..	7 (a)
25	3	28	..	..	..	3	..	..	3	7 (b)
..	350	350	..	..	..	..	..	..	..	8 (a)
2	783	785	..	..	1	..	..	1	..	8 (b)
..	33	33	..	..	..	..	..	..	..	9 (a) 1
..	22	22	..	..	..	..	..	..	..	9 (a) 2
..	35	35	..	..	..	..	..	..	..	9 (b) 1
..	*74	*74	..	..	..	..	..	..	..	9 (b) 2
..	2	2	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	9 (d)
1	7	8	..	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	9 (f)
..	77	77	..	..	..	..	..	..	..	9 (g)
..	652	652	..	..	..	..	..	..	..	9 (h)
..	60	60	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	10 (b)
1	51	52	..	..	..	..	..	..	..	10 (c)
1	2	3	..	..	..	..	..	..	..	10 (d)
1	..	1	..	..	..	..	..	..	..	11 (a)
1	1	2	..	..	..	..	..	..	..	11 (b)
..	3	3	..	..	..	..	..	..	..	12 (a)
..	790	790	..	..	..	..	..	..	..	12 (b)
1	10	11	..	..	..	..	..	..	..	12 (c)
6	4	10	..	..	..	..	1	..	1	12 (d)
..	1	1	..	..	..	..	..	..	..	12 (e)
..	3	3	..	..	..	..	..	..	..	12 (f)
..	23	23	..	..	..	..	..	..	..	12 (g)
45	2,990	3,035	..	..	1	7	2	1	3	8 Total,

* Includes one failure with rail motor and three with steam coaches.

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway*

Class of accident.	CLASS 1										
	ROHILKUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	In-jured.	Killed.	In-jured.	Killed.	In-jured.	Killed. (Cols. 205, 207 & 209.)	In-jured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(b) Other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	3	3	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	10	10	..	..	..	..	..	..	..	..
(h) Ditto other rolling stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	..	80	80	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	..	..
(e) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	18	18	..	..	..	..	..	..	..	..
Total	7	145	152	..	..	..	..	..	..	..	..

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—contd.

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 213	Other accidents. 214	Total. (Cols. 213 and 214). 215	Passengers.		Railway servants.		Other persons.		Total.		Serial No. of class of accidents. (See column No. 201.) 224
			Killed. 216	Injured. 217	Killed. 218	Injured. 219	Killed. 220	Injured. 221	Killed. (Cols. 216, 218 & 220.) 222	Injured. (Cols. 217, 219 and 221.) 223	
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (a)
4	..	4	..	..	..	..	..	..	..	..	7 (b)
..	..	..	..	..	..	..	..	..	..	..	8 (a)
..	3	3	..	..	..	..	..	..	..	..	8 (b)
..	24	24	..	..	..	..	..	..	..	..	9 (a) 1
..	50	50	..	..	..	..	..	..	..	..	9 (a) 2
..	4	4	..	..	..	..	..	..	..	..	9 (b) 1
..	49	49	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	9 (d)
2	1	3	..	..	..	..	..	..	..	..	9 (e)
..	6	6	..	..	..	..	..	..	..	..	9 (f)
36	60	96	..	..	..	..	..	..	..	..	9 (g)
4	62	66	..	..	..	..	..	..	..	..	9 (h)
3	..	3	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	..	..	..	..	..	..	..	..	..	10 (c)
..	3	3	..	..	..	..	..	..	..	..	10 (d)
2	..	2	..	..	..	..	..	..	..	..	11 (a)
..	..	..	..	..	..	..	..	..	..	..	11 (b)
17	..	17	..	..	..	..	..	..	..	..	12 (a)
..	2,174	2,174	..	..	..	..	..	..	..	..	12 (b)
24	..	24	..	..	..	..	..	..	..	..	12 (c)
5	..	5	..	..	..	..	..	1	..	1	12 (d)
1	..	1	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	..	..	..	..	..	..	..	..	..	..	12 (g)
98	2,436	2,534	..	..	..	..	..	1	..	1	Total.

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,*

Class of accident.	TOTAL CLASS I								
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 226	Other acci- dents. 227	Total. (Cols. 226 & 227.) 228	Passengers.		Railway servants.		Other persons.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
226	227	228	229	230	231	232	233	234	
1. Collisions between passenger trains or parts of passenger trains.	1	6	7	..	1	..	4	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	6	11	17	..	13	..	11	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	76	81	..	..	..	21	1	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	49	51	..	..	1	2	2	..
6. Collisions between light engines	..	32	32	..	..	..	13	..	..
7. Derailments of passenger trains—									
(a) Due to trains running in the wrong direction through points.	8	27	35	..	..	..	..	..	..
(b) Other causes	70	63	133	..	10	..	14	..	..
8. Other derailments—									
(a) Due to trains running in the wrong direction through points.	2	407	409	..	..	..	5	..	..
(b) Other causes	5	2,640	2,645	..	1	1	8	1	..
9. Failure of engines and rolling stock—									
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	101	101	..	..	..	..	..	..
(2) machinery, springs, etc.	..	370	370	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	210	210	..	..	..	..	..	..
(2) other causes	..	1,132	1,132	..	..	..	1	..	..
(c) The failure of tyres	..	11	11	..	..	..	..	..	..
(d) Ditto wheels	..	5	5	..	..	..	..	..	..
(e) Ditto axles	4	38	42	..	..	..	2	..	..
(f) Ditto brake apparatus	..	14	14	..	..	..	..	..	..
(g) Ditto couplings and draft gear	36	1,942	1,978	..	..	..	..	..	..
(h) Ditto other rolling stock	4	743	747	..	..	..	..	..	..
10. Failure of permanent-way—									
(a) Broken rails	3	290	293	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	4	5	9	4	4	1	..	..
(c) The flooding of portions of permanent-way.	7	94	101	..	..	..	..	..	..
(d) Slips in cuttings or embankments	2	19	21	..	7	..	1	..	..
11. Fires—									
(a) Fire in trains	11	166	177	2	5	..	2	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	30	31	..	..	..	1	..	..
12. Other accidents—									
(a) Passenger trains running in the wrong direction through points but not derailed.	17	44	61	..	..	..	..	..	..
(b) Trains running over cattle on the line	3	8,811	8,814	..	..	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level-crossings).	38	73	111	..	..	1	1	..	1
(d) Trains running over obstructions or vehicles at level-crossings.	38	30	68	..	1	..	..	7	11
(e) Train-wrecking	3	14	17	1	10	1	4	..	..
(f) Attempted train-wrecking	39	57	96	..	..	..	..	..	..
(g) Miscellaneous	3	246	249	..	8	1	15	7	9
Total	309	17,703	18,072	12	66	9	106	18	23

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—concl'd.		CLASS II RAILWAYS.												Serial No. of class of accidents (See columns No. 225.)
		BARSI LIGHT.			BENGAL DOOARS			BHAYNAGAR STATE.			BIKANER STATE.			
Total.		Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 237 and 238.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 240 and 241.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 243 and 244.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 246 and 247.)	
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	237	238	239	240	241	242	243	244	245	246	247	248	249
..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
..	25	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	22	..	..	..	..	..	..	..	..	..	..	..	..	4
3	2	..	..	..	..	..	..	..	..	..	..	..	..	5
..	13	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (a)
..	30	1	..	1	..	..	..	..	..	..	3	..	3	7 (b)
..	5	..	..	..	..	..	..	..	..	..	..	..	..	8 (a)
2	9	..	22	22	..	1	1	..	..	..	..	..	..	8 (b)
..	..	..	..	..	..	..	..	..	4	4	..	4	4	9 (a) 1
..	..	..	..	..	..	..	..	..	4	4	..	3	3	9 (a) 2
..	1	..	5	5	..	1	1	..	..	..	..	..	..	9 (b) 1
..	..	..	11	11	..	..	..	..	..	..	..	..	..	9 (b) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	9 (d)
..	2	..	..	..	..	1	1	..	..	..	..	..	..	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
..	..	..	5	5	..	1	1	..	1	1	..	..	..	9 (g)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	2	1	3	..	6	6	10 (a)
13	5	..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (c)
..	8	..	..	..	..	..	..	..	..	..	..	..	..	10 (d)
2	7	..	..	..	..	..	..	..	..	..	..	..	..	11 (a)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	11 (b)
..	..	..	..	..	..	..	..	1	..	1	..	2	2	12 (a)
..	..	..	33	33	..	4	4	..	67	67	..	78	78	12 (b)
1	2	1	..	1	..	4	4	..	..	..	..	..	..	12 (c)
7	12	..	..	..	..	1	1	..	..	..	..	..	..	12 (d)
2	14	..	..	..	..	..	..	..	..	..	..	..	..	12 (e)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
8	32	..	..	..	..	1	1	..	2	2	1	..	1	12 (g)
39	195	4	76	80	..	15	15	3	79	82	4	93	97	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 251	Other acci- dents. 252	Total. (Cols. 251 and 252.) 253	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 254	Other acci- dents. 255	Total. (Cols. 254 and 255.) 256	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 257	Other acci- dents. 258	Total. (Cols. 257 and 258.) 259	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 260	Other acci- dents. 261
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines	1
7. Derailments of passenger trains—
(a) Due to trains running in the wrong direction through points.
(b) Other causes	68	..	68	..	..	..	..	7	7	..	1
8. Other derailments—	2	2	..	..
(a) Due to trains running in the wrong direction through points.	2	2	..	..
(b) Other causes	29	..	29	..	..	..	..	16	16	..	9
9. Failure of engines and rolling-stock—
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—	2	2	..	..
(1) boilers and tubes	2	2	..	..
(2) machinery, springs, etc.	39	39	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—
(1) boilers and tubes	1
(2) other causes	8	8	..	11	11	..	3
(c) The failure of tyres	..	16	16	..	..	..	..	..	..	..	..
(d) Ditto wheels
(e) Ditto axles
(f) Ditto brake apparatus
(g) Ditto couplings and draft gear.	2	2	..	..	..	..	..
(h) Ditto other Rolling Stock.
10. Failure of permanent way—
(a) Broken rails	1	..	1	..	..	..	..	16	16	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.
(c) The flooding of portions of permanent-way.	4	..	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	31	..	31	..	..	..	..	..	..	..	..
11. Fires—
(a) Fire in trains	1	1	..	1
(b) Fire at stations, or involving injury to bridges or viaducts.	1	1	..	..
12. Other accidents—
(a) Passenger trains running in the wrong direction through points but not derailed.
(b) Trains running over cattle on the line.	..	2	2	..	17	17	..	83	83	..	9
(c) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	35	35	..	2
(d) Trains running over obstructions or vehicles at level crossings.	1	..
(e) Train-wrecking
(f) Attempted train wrecking
(g) Miscellaneous	40	40	..	2
Total	133	25	158	..	27	27	..	253	253	1	30

DIX D (iii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

DAL.	JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents. (See columns No. 750.)
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 263	Other acci- dents.	Total. (Cols. 263 and 264.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 266	Other acci- dents.	Total. (Cols. 266 and 267.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890. 269	Other acci- dents.	Total (Cols. 269 and 270.)	
262	263	264	265	266	267	268	269	270	271	272
..	1
..	1	1	..	..	..	2
..	3
1	4
...	5
1	6
..	1	1	..	..	..	7 (a)
1	1	1	..	1	1	7 (b)
..	1	1	8 (a)
9	..	6	6	..	7	7	..	2	2	8 (b)
..	9 (a) (1)
..	5	5	..	9	9	9 (a) (2)
1	1	1	..	..	..	9 (b) (1)
3	..	4	4	..	..	..	..	1	1	9 (b) (2)
..	9 (c)
..	9 (d)
..	1	1	..	..	..	9 (e)
..	9 (f)
..	9 (g)
..	9 (h)
..	1	1	10 (a)
..	10 (b)
..	10 (c)
..	10 (d)
1	1	1	11 (a)
..	11 (b)
..	12 (a)
9	..	26	26	..	21	21	..	13	13	12 (b)
2	..	1	1	..	1	1	..	..	..	12 (c)
1	1	1	..	1	1	12 (d)
..	12 (e)
..	1	1	12 (f)
2	..	1	1	..	..	..	..	..	..	12 (g)
31	..	38	38	..	40	40	..	31	31	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.												TOTAL CLASS II		
	MYSORE RAILWAYS.			SHAHNARA (DELHI). SAHARANPUR LIGHT.			Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.			Passengers.		Railway servants.			
	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 274 and 275.)	Acci- dents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 277 and 278.)	Acci- dents reported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.	Other acci- dents.	Total. (Cols. 280 and 281.)	Killed.		In- jured.			
	273	274	275	276	277	278	279	280	281	282	283	284	285		
	273	274	275	276	277	278	279	280	281	282	283	284	285		
1. Collisions between passenger trains or parts of passenger trains.		
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.		
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	1	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.		
6. Collisions between light engines	1	1	..	..	..	..
7. Derailments of passenger trains—	1	1	..	..	..	..
(a) Due to trains running in the wrong direction through points.	1	1	..	..	..	..
(b) Other causes	72	10	82	..	..	..	..
8. Other Derailments—		
(a) Due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	6	6	..	..	..	..
(b) Other causes	1	1	..	6	6	29	70	99	..	..	..	..
9. Failure of engines and rolling-stock—		
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—		
(1) boilers and tubes	1	1	..	11	11	..	..	..	..
(2) machinery, springs, etc.	60	60	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff		
(1) boilers and tubes	1	1	..	..	..	..	9	9	..	..	..	..
(2) other causes	10	10	..	..	..	..	48	48	..	..	..	..
(c) The failure of tyres	16	16	..	..	..	..
(d) Ditto wheels	1	..	1	..	..	..	..
(e) Ditto axles	2	2	..	4	4	..	..	..	..
(f) Ditto brake apparatus	1	1	..	..	..	..	1	1	..	..	..	..
(g) Ditto couplings and draft gear.	..	21	21	..	2	2	..	32	32	..	..	..	..
(h) Ditto other Rolling Stock	1	1	..	..	..	..
10. Failure of permanent way—		
(a) Broken rails	2	2	3	26	29	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.		
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	5	1	6	..	..	..	..
(d) Slips in cuttings or embankments	31	..	31	..	..	..	..
11. Fires—		
(a) Fire in trains	3	3	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	1	1	..	..	..	..
12. Other accidents—		
(a) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	1	6	7	..	..	..	..
(b) Trains running over cattle on the line.	..	106	106	..	3	3	..	462	462	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	1	51	52	..	..	..	..
(d) Trains running over obstructions or vehicles at level crossings.	1	3	4	..	..	..	..
(e) Train-wrecking		
(f) Attempted train-wrecking	2	2	..	3	3	..	..	..	..
(g) Miscellaneous	1	4	5	..	..	..	2	50	52	..	..	..	1
Total	1	153	154	..	18	18	146	878	1,024	..	..	..	1

DIX D (vii)—contd.

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.												Serial No. of class of accident. (See col. No. 273.)	
Railway servants.		Other persons.		Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 291 and 292.)	Passengers.		Railway servants.		Other persons.		Total.				
In- jured.	Killed.	In- jured.	Killed. (Cols. 283, 285 and 287.)	In- jured. (Cols. 284, 286 and 288.)				Killed. (Cols. 294, 296 and 298.)	In- jured. (Cols. 295, 297 and 299.)	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 294, 296 and 298.)		In- jured. (Cols. 295, 297 and 299.)
..	1	
..	13	1	14	..	3	..	..	..	..	..	..	3	2	
..	3	
..	4	
..	5	
..	6	
..	2	..	2	..	..	..	..	..	..	..	..	..	7 (a)	
..	10	2	21	..	..	..	..	..	..	..	..	..	7 (b)	
..	4	5	9	..	..	..	..	..	..	..	..	..	8 (a)	
..	6	43	49	..	..	..	..	..	..	..	..	..	8 (b)	
..	3	3	..	..	..	..	..	..	..	..	..	9 (a) (1)	
..	11	11	..	..	..	..	..	..	..	..	..	9 (a) (2)	
..	5	5	..	..	..	..	..	..	..	..	..	9 (b) (1)	
..	2	2	..	..	..	..	..	..	..	..	..	9 (b) (2)	
..	9 (c)	
..	9 (d)	
..	4	1	5	..	..	..	..	..	..	..	..	..	9 (e)	
..	9 (f)	
..	6	13	19	..	..	..	..	..	..	..	..	..	9 (g)	
..	9 (h)	
..	1	1	..	..	..	..	..	..	..	..	..	10 (a)	
..	10 (b)	
..	10 (c)	
..	10 (d)	
..	1	1	2	..	..	..	..	..	..	..	..	..	11 (a)	
..	1	1	..	..	..	..	..	..	..	..	..	11 (b)	
..	4	4	..	..	..	..	..	..	..	..	..	12 (a)	
..	14	19	14	19	3	83	86	..	..	..	..	..	..	..	..	..	12 (b)
..	4	22	26	3	5	..	..	..	..	3	5	..	12 (c)	
..	1	1	..	..	..	..	..	..	..	..	..	12 (d)	
..	12 (e)	
..	12 (f)	
1	1	1	5	3	8	..	..	..	..	..	..	..	..	..	12 (g)	
1	14	19	15	20	71	212	283	3	8	..	..	..	..	3	8	Total.	

*Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling—
distinguishing between the different classes of accidents and the number of passengers, railway*

Class of accident.	TOTAL ALL									
	Accidents re- ported to Local Govern- ments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		Passengers.			
							Killed.		Injured.	
	1934-35. 304	1933-34. 305	1934-35. 306	1933-34. 307	1934-35. 308	1933-34. 309	1934-35. 310	1933-34. 311	1934-35. 312	1933-34. 313
303										
1. Collisions between passenger trains or parts of passenger trains.	1	2	6	6	7	8	..	17	1	28
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	32	13	15	32	47	..	..	16	72
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	8	10	8	10	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	9	77	88	82	97	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	1	49	50	51	51	..	..	..	..
6. Collisions between light engines . . . .	..	1	33	42	33	43	..	..	..	..
7. Derailments of passenger trains—										
(a) Due to trains running in the wrong direction through points.	10	12	28	6	38	18	..	..	..	..
(b) Other causes	161	144	75	72	236	216	..	..	16	19
8. Other derailments—										
(a) Due to trains running in the wrong direction through points.	6	1	418	400	424	401	..	..	..	..
(b) Other causes	40	33	2,753	2,740	2,793	2,773	..	..	1	..
9. Failure of engines and rolling stock—										
(a) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes . . . . .	..	..	115	84	115	84	..	..	..	..
(2) machinery, springs, etc. . . . .	..	..	441	437	441	437	..	..	..	..
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes . . . . .	..	..	224	269	224	269	..	..	..	..
(2) other causes . . . . .	..	..	1,182	1,132	1,182	1,132	..	..	..	..
(c) The failure of tyres . . . . .	..	..	27	10	27	10	..	..	..	..
(d) Ditto wheels	1	..	5	2	6	2	..	..	..	..
(e) Ditto axles	8	9	43	35	51	44	..	..	..	..
(f) Ditto brake apparatus . . . . .	..	2	15	11	15	13	..	..	..	..
(g) Ditto couplings and draft gear	42	61	1,987	1,856	2,029	1,917	..	..	..	8
(h) Ditto Other Rolling Stock	4	3	744	342	748	345	..	..	..	..
10. Failure of Permanent way—										
(a) Broken rails	6	9	317	346	323	355	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	1	2	4	4	5	6	9	..	4	..
(c) The flooding of portions of permanent-way.	12	62	95	126	107	188	..	..	..	..
(d) Slips in cuttings or embankments	33	17	19	57	52	74	..	..	7	..
11. Fires—										
(a) Fire in trains	12	7	170	137	182	144	2	..	5	2
(b) Fire at stations, or involving injury to bridges or viaducts.	1	..	32	42	33	42	..	..	..	..
12. Other accidents—										
(a) Passenger trains running in the wrong direction through points but not derailed.	18	21	54	34	72	55	..	..	..	..
(b) Trains running over cattle on the line	6	10	9,356	9,691	9,362	9,701	..	..	..	..
(c) Trains running over obstructions on the line (other than those at level crossings).	43	44	146	149	189	193	3	..	5	..
(d) Trains running over obstructions or vehicles at level crossings.	39	41	34	53	73	94	..	..	1	1
(e) Train-wrecking	3	6	14	14	17	20	1	4	10	24
(f) Attempted train-wrecking	44	63	63	53	107	116	..	..	..	..
(g) Miscellaneous	9	5	306	321	315	326	..	..	8	2
Total	526	597	18,853	18,634	19,379	19,231	15	21	74	160

DIX D (iii)—concl'd.

stock, permanent-way, etc., during the years 1933-34 and 1934-35 on all railways open for traffic.
servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railways.

Railway servants.				Other persons.				Grand Total.				Serial No. of class of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1934-35. 314	1933-34. 315	1934-35. 316	1933-34. 317	1934-35. 318	1933-34. 319	1934-35. 320	1933-34. 321	(Cols. 310, 314 and 318.) 1934-35. 322	(Cols. 311, 315 and 319.) 1933-34. 323	(Cols. 312, 316 and 320.) 1934-35. 324	(Cols. 313, 317 and 321.) 1933-34. 325		326
..	..	4	6	..	..	..	..	..	17	5	34	1
..	..	11	27	..	..	1	1	..	..	28	100	2
..	1	..	..	..	..	..	..	..	5	3
..	2	21	24	1	..	1	..	1	2	22	24	4
1	..	2	9	2	..	..	..	3	..	2	9	5
..	..	13	8	..	..	..	..	..	..	13	8	6
..	7 (a)
..	..	14	7	..	..	..	..	..	..	30	26	7 (b)
..	..	5	1	..	..	..	..	..	..	5	1	8 (a)
1	1	8	13	1	..	..	..	2	1	9	13	8 (b)
..	9 (a)(1)
..	9 (a)(2)
..	9 (b)(1)
..	..	1	..	..	..	..	..	..	..	1	..	9 (b)(2)
..	9 (c)
..	9 (d)
..	..	2	..	..	..	..	..	..	..	2	..	9 (e)
..	9 (f)
..	2	..	6	..	..	..	..	..	2	..	14	9 (g)
..	9 (h)
..	10 (a)
4	..	1	..	..	..	..	..	13	..	5	..	10 (b)
..	1	..	2	..	..	..	..	..	1	..	2	10 (c)
..	..	1	..	..	..	..	..	..	..	8	..	10 (d)
..	..	2	1	..	..	..	..	2	..	7	3	11 (a)
..	..	1	1	..	..	..	..	..	..	1	1	11 (b)
..	12 (a)
..	12 (b)
1	2	..	2	14	11	19	26	14	11	19	28	12 (c)
..	..	1	..	..	2	1	..	4	4	7	..	12 (d)
..	7	27	11	36	7	27	12	37	12 (e)
1	1	4	1	..	..	..	..	8	2	5	14	12 (f)
..	15	9	5	33	12 (g)
2	..	16	14	7	5	9	..	..	..	..	..	..
10	9	107	123	32	45	42	86	67	75	223	369	Total.

Number of persons killed or injured during the year 1934-35 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 328, 330 and 332.)	In- jured. (Cols. 329, 331 and 333.)	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed. (Cols. 336, 338 and 340.)	In- jured. (Cols. 337, 339, and 341)
327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343
1. Ascending or descending steps at stations.	..	5	..	4	..	..	..	9	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	14	1	..	1	14	..	..	..	..	..	..	..	..
3. Falling off platforms	..	1	..	14	..	..	..	15	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	2	3	673	..	11	3	686	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	3	240	1	4	4	244	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	1	71	..	..	1	71	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	1	..	217	..	7	..	225	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	2	280	..	1	2	281	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	1	2	6	158	4	13	11	173	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	12	..	152	7	8	7	172	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	1,587	..	..	..	1,587	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	1	..	1	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	3	958	..	1	3	959	..	..	..	..	..	..	..	..
14. Miscellaneous	4	13	5	1,097	14	21	23	1,731	..	1	1	1	..	..	1	..
Total	5	36	23	6,065	27	67	55	6,168	..	1	1	1	..	..	1	..

DIX D (iv).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
PASSEN- GERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		
Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	
						(Cols. 344, 346 and 348.)	(Cols. 345, 347 and 349.)							(Cols. 352, 354 and 356.)	(Cols. 353, 355 and 357.)	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360
..	5	..	1	..	..	..	9	1. Ascending or des- cending steps at stations.
..	14	1	..	1	14	2. Being struck by bar- rows, by falling over pack- ages, etc., on platform.
..	1	..	14	..	..	..	15	3. Falling off platforms.
..	2	3	673	..	11	3	686	4. Loading, unloading or sheeting wagons.
..	3	210	1	4	4	244	5. Moving or carrying goods at stations, etc.
..	1	71	..	..	1	71	6. Working at cranes or capstans.
..	1	..	217	..	7	..	225	7. Falling off wagon doors, lamps, bales of goods, etc.
..	3	1	..	1	3	..	..	2	283	1	1	3	284	8. Falling off, or getting on or off, station- ary engines or vehicles.
..	1	2	6	158	4	13	11	173	9. Falling off platforms, ladders, scaffolds, etc.
..	12	..	152	7	8	7	172	10. Stumbling whilst walking on the line or platforms.
..	1	..	..	..	1	..	..	..	1,588	..	..	..	1,588	11. Attending to stationary engines in sheds.
..	1	..	1	12. Being trampled on or kicked by horses.
..	3	958	..	1	3	959	13. Working on the line or in sidings.
..	1	..	1	..	..	..	2	4	15	6	1,699	14	21	24	1,735	14. Miscellaneous.
..	1	..	5	1	..	1	6	5	38	24	6,071	28	67	57	6,176	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1934-35
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.	Killed.	Percent- age of total.	Injured.	Percent- age of total.
361	362	363	364	365	366	367	368	369	370	371	372	373
Assam-Bengal . . . . .	..	..	4	36.3	1	100.0	7	63.7	..	..	..	..
Bengal and North-Western	1	50.0	10	52.6	1	50.0	9	47.4	..	..	..	..
Bengal-Nagpur	2	40.0	7	30.4	3	60.0	10	43.5	..	..	6	26.1
Bombay, Baroda and Central India.	9	52.9	184	82.9	8	47.1	30	13.5	..	..	8	3.60
Burma	5	100.0	60	76.9	..	..	16	20.5	..	..	2	2.57
Eastern Bengal	9	33.3	24	25.0	18	66.7	70	72.9	..	..	2	2.08
East Indian	33	82.5	645	98.3	6	15.0	5	0.80	1	2.50	6	0.90
Great Indian Peninsula . .	19	76.0	591	96.9	5	20.0	15	2.46	1	4.00	4	0.66
Jodhpur	1	33.3	13	86.6	1	33.3	1	6.67	1	33.4	..	..
Madras and Southern Mahratta .	10	90.9	141	94.6	1	9.09	8	5.37	..	..	..	..
Nizam's State	3	75.0	16	80.0	1	25.0	4	20.0	..	..	..	..
North Western	27	100.0	290	99.3	..	..	..	..	..	..	2	0.68
Robilkund and Kumaon . . .	..	..	..	..	..	..	4	100.0	..	..	..	..
South Indian	5	100.0	37	92.5	..	..	3	7.50	..	..	..	..
Total	124	72.1	2,022	90.5	45	26.2	182	8.14	3	1.74	30	1.35

DIX D (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii).
killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				TOTAL.		Railway system.
								Killed. (Cols. 362, 366, 370, 374 and 378.)	Injured. (Cols. 364, 368, 372, 376 and 380.)	
Killed. 374	Percent- age of total. 375	Injured. 376	Percent- age of total. 377	Killed. 378	Percent- age of total. 379	Injured. 380	Percent- age of total. 381	382	383	384
..	1	11	Assam-Bengal.
..	2	19	Bengal and North-Western.
..	5	23	Bengal-Nagpur.
..	17	222	Bombay, Baroda and Central India.
..	5	78	Burma.
..	27	96	Eastern Bengal.
..	40	656	East Indian.
..	25	610	Great Indian Peninsula.
..	1	6.67	3	15	Jodhpur.
..	11	149	Madras and Southern Mah-ratta.
..	4	20	Nizam's State.
..	27	292	North Western.
..	4	Rohilkund and Kumaon.
..	5	40	South Indian.
..	1	0.04	172	2,235	Total.

Number of accidents which occurred during the year 1934-35 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(a) Total number of accidents..		..	24	49	2,206	54	332	1,207	1,441
<i>(b) Affecting Railway Servants.</i>									
1. Railway workshops ..	Killed ..	..	1	1	1	..	2	3	..
	Injured ..	..	1	40	2,205	31	325	1,193	1,441
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	1	3	..	..	..	..	..
Total (b) ..	Killed ..	..	1	2	1	..	2	3	..
	Injured ..	..	2	44	2,205	31	325	1,195	1,441
<i>(c) Affecting other persons.</i>									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	7	..
2. New works, not opened for traffic.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	1	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (c) ..	Killed ..	..	1	1	..	1	..	..	..
	Injured ..	..	2	..	..	..	..	9	..
(d) GRAND TOTAL = (b + c) ..	Killed ..	..	2	3	1	1	2	3	..
	Injured ..	..	4	44	2,205	31	325	1,204	1,441

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class carriages

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).			Passenger
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	
1	2	3	4	5	6	7	8	9	10	
CLASS I RAILWAYS.										
Assam-Bengal	3' 3½"	205	97.1	836	95.3	3.23	5,803	87.2	2.80	
Bengal and North-Western	3' 3½"	386	63.7	1,561	66.4	13.7	11,897	Nil	0.86	
Bengal Nagpur	5' 6"	687	99.9	1,187	94.5	5.48	22,905	74.6	25.4	
	2' 6"	115	93.0	438	91.3	Nil	2,003	86.9	0.10	
Bombay, Baroda and Central India.	5' 6"	363	100.0	928	100.0	Nil	10,015	86.0	10.8	
	3' 3½"	465	100.0	1,485	99.9	0.07	9,254	33.4	11.7	
	2' 6"	26	Nil	69	Nil	Nil	319	Nil	Nil	
Burma	3' 3½"	389	99.5	1,390	83.4	3.38	10,056	39.4	1.1	
Eastern Bengal	5' 6"	303	100.0	1,105	99.9	0.09	7,947	53.6	45.6	
	3' 3½"	214	100.0	1,042	87.7	12.3	5,175	30.7	1.64	
	2' 6"	10	Nil	53	Nil	Nil	27	Nil	Nil	
East Indian	5' 6"	1,594	99.2	3,434	98.7	1.08	51,644	76.2	21.2	
Great Indian Peninsula	5' 6"	796	99.9	2,190	100.0	Nil	19,401	91.2	8.40	
	2' 6"	22	Nil	62	Nil	Nil	235	Nil	Nil	
Jodhpur	3' 3½"	107	71.3	328	78.4	3.45	2,001	0.35	1.12	
Madras and Southern Mahratta.	5' 6"	304	98.7	991	96.7	3.33	6,279	78.8	20.3	
	3' 3½"	359	74.7	1,123	85.6	6.86	8,145	3.72	40.4	
Nizam's State	5' 6"	86	100.0	194	99.0	1.00	2,335	73.6	23.9	
	3' 3½"	87	85.1	197	100.0	Nil	1,501	33.8	1.13	
North Western	5' 6"	1,234	99.1	3,810	99.0	0.92	29,412	91.6	8.33	
	2' 6"	98	Nil	377	88.3	Nil	921	75.7	0.76	
Rohilkund and Kumaon	3' 3½"	76	69.7	232	53.9	25.9	2,769	0.65		
South Indian	5' 6"	152	100.0	446	97.5	2.47	2,482	80.6	14.2	
	3' 3½"	388	100.0	1,410	92.3	4.75	6,905	3.94	34.3	
	2' 6"	11	54.5	35	Nil	Nil	78	Nil	Nil	
Total		8,477	94.1	24,913	92.6	3.27	229,169	63.6	15.0	
CLASS II RAILWAYS.										
Barsi Light	2' 6"	36	83.3	120	100.0	Nil	286	43.7	56.3	
Bengal Dooars	3' 3½"	19	47.4	72	19.4	31.9	450	0.22	Nil	
Bhavnagar State	3' 3½"	35	80.0	187	89.8	9.02	1,037	0.19	1.25	
Bikaner State	3' 3½"	55	49.1	185	31.9	16.2	1,258	6.12	0.24	
Darjeeling Himalayan	2' 0"	35	2.90	130	Nil	Nil	530	Nil	Nil	
Dibru Sadiya	3' 3½"	32	81.2	66	83.3	16.6	1,572	22.3	56.4	
Gaekwar's Baroda State	3' 3½"	19	94.7	85	98.8	1.20	314	20.7	2.20	
	2' 6"	40	Nil	168	Nil	Nil	878	Nil	Nil	
Gondal	3' 3½"	23	100.0	112	85.7	12.5	406	Nil	1.72	
Jamnagar and Dwarka	3' 3½"	19	63.2	75	66.7	93.3	604	95.1	7.61	
Junagad State	3' 3½"	17	100.0	138	85.5	13.0	360	5.83	30.0	
Morvi	3' 3½"	21	85.7	121	92.6	7.44	297	0.67	3.77	
Mysore	3' 3½"	39	97.0	179	91.6	6.20	554	60.9	2.10	
	2' 6"	10	90.0	29	10.0	Nil	84	4.00	96.0	
	2' 0"	6	Nil	5	Nil	Nil	49	Nil	Nil	
Shahdara (Delhi)-Saharanpur	2' 6"	10	Nil	49	Nil	Nil	254	Nil	Nil	
Total	..	416	61.5	1,721	68.2	11.7	8,933	23.4	15.0	
GRAND TOTAL (CLASS I & II RLYS.).	..	8,893	92.5	26,634	91.0	3.81	229,042	62.0	15.0	

X E

riages provided with latrine accommodation on Class I and II railways on the 31st March 1935.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
CLASS I RAILWAYS.											
723	Nil	91.1	Nil	232	212	444	Nil	99.6	99.1	99.3	Assam Bengal.
1,344	Nil	100.0	61	484	78	623	100.0	48.0	100.0	54.3	Bengal and North Western.
(b) 997	9.03	91.0	63	404	185	652	100.0	98.1	97.4	98.0	} Bengal Nagpur.
(b) 400	Nil	91.5	11	185	51	247	100.0	82.2	57.3	76.0	
732	Nil	100.0	Nil	288	125	413	Nil	94.7	59.5	80.4	} Bombay Baroda and Central India.
1,300	Nil	100.0	Nil	676	241	917	Nil	88.0	100.0	90.8	
69	Nil	33.3	Nil	31	23	54	Nil	72.1	100.0	81.8	
1,077	Nil	84.2	Nil	511	281	792	Nil	91.1	89.2	90.4	Burma.
849	Nil	100.0	13	207	242	462	92.9	78.7	68.8	73.4	} Eastern Bengal.
813	Nil	100.0	17	342	241	600	100.0	100.0	100.0	100.0	
53	Nil	11.3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
2,851	1.30	81.9	140	1,213	761	2,114	100.0	96.7	96.7	96.9	East Indian.
(a) 1,348	1.10	98.9	1	492	348	841	100.0	80.8	77.0	79.2	} Great Indian Peninsula.
50	Nil	100.0	Nil	26	20	46	Nil	89.7	100.0	93.9	
297	Nil	92.3	13	95	101	209	100.0	100.0	100.0	100.0	Jodhpur.
719	Nil	96.1	1	288	250	539	100.0	90.3	93.6	91.8	} Madras and Southern Mahratta.
931	3.87	95.4	Nil	439	319	758	Nil	99.8	91.7	96.2	
151	22.5	77.5	Nil	60	22	82	Nil	100.0	91.7	97.6	} Nizam's State.
164	48.8	51.2	Nil	81	23	104	Nil	96.4	88.5	94.5	
* 2,790	0.57	99.0	65	1,083	843	1,991	100.0	100.0	100.0	100.0	} North Western.
* 315	Nil	81.0	8	176	52	236	100.0	100.0	100.0	100.0	
445	Nil	100.0	3	104	46	153	100.0	70.8	100.0	78.0	Rohilkund and Kumaon
448	Nil	94.0	Nil	137	102	239	Nil	100.0	100.0	100.0	} South Indian.
1,330	Nil	93.1	Nil	565	133	698	Nil	75.6	42.4	65.8	
35	Nil	100.0	Nil	8	16	24	Nil	44.4	100.0	70.6	
19,840	1.51	93.0	396	8,127	4,715	13,238	99.7	86.5	88.0	87.4	Total.
CLASS II RAILWAYS.											
120	Nil	100.0	Nil	23	7	30	Nil	25.6	58.3	52.3	Barsi Light.
64	Nil	100.0	3	17	10	30	100.0	50.0	100.0	63.8	Bengal Doonars.
137	Nil	100.0	Nil	60	13	98	Nil	100.0	100.0	100.0	Bhavnagar State.
149	Nil	98.0	6	90	16	112	100.0	100.0	100.0	100.0	Bikaner State.
108	5.50	83.3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Darjeeling Himalayan.
54	Nil	94.4	Nil	33	12	45	Nil	100.0	100.0	100.0	Dibru Sadiya.
158	Nil	100.0	Nil	51	26	77	Nil	100.0	100.0	100.0	} Gaekwar's Baroda State.
315	Nil	89.1	Nil	75	38	113	Nil	70.7	100.0	78.4	
91	Nil	100.0	Nil	49	11	60	Nil	96.1	84.6	93.7	Gondal.
54	Nil	100.0	Nil	30	Nil	30	Nil	92.5	Nil	92.5	Jamnagar and Dwarka.
123	Nil	100.0	Nil	58	15	73	Nil	100.0	71.4	92.4	Junagad State.
96	Nil	99.0	Nil	49	16	65	Nil	96.1	100.0	97.0	Morvi.
158	Nil	94.8	Nil	95	14	109	Nil	100.0	100.0	100.0	} Mysore.
29	Nil	100.0	Nil	22	Nil	22	Nil	100.0	100.0	100.0	
5	Nil	Nil	Nil	3	Nil	3	Nil	100.0	Nil	100.0	
53	Nil	100.0	3	12	2	17	100.0	28.6	100.0	36.2	Shahdara (Delhi)-Saharanpur.
1,714	0.35	95.8	12	692	180	884	100.0	77.0	84.1	78.6	Total.
21,554	1.42	93.2	408	8,819	4,895	14,122	99.8	85.7	87.8	86.8	GRAND TOTAL (CLASS I & II RLYS.).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(a) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 1 reserved cars and 82 non-passenger carrying vehicles.

(b) Includes 62 Broad Gauge and 11 Narrow Gauge Goods Vehicles respectively, transferred to Coaching Stock during 1933-34 under Railway Board orders.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1934-25.

Railway system.	Crime and Order Contribution to Local Government.	WATCH AND WARD.		Total cost to the Railway.	TOTAL COST.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
CLASS I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	40,448	92,858	1,916	1,44,222	110.4	0.04
Bengal and North-Western	30,922	84,999	1,672	1,17,593	55.7	0.01
Bengal Nagpur	80,526	3,85,204	22,930	4,88,660	144.1	0.03
Bombay, Baroda and Central India	2,05,660	6,20,271	15,484	8,50,415	230.3	0.05
Burma	Nil	74,653	4,137	78,790	38.2	0.01
Eastern Bengal	Nil	3,48,663	21,215	3,69,878	184.6	0.03
East Indian	Nil	7,55,358	73,558	8,28,916	188.7	0.03
Great Indian Peninsula	18,746	3,99,302	2,034	4,20,682	112.9	0.02
Jodhpur	Nil	21,670	2,794	24,464	25.1	0.01
Madras and Southern Mahratta	2,18,676	2,82,089	14,992	5,15,757	159.7	0.04
Nizam's State	1,72,504	*	30,908	2,03,472	151.0	0.06
North Western	Nil	10,83,080	10,732	11,02,812	158.7	0.05
Rohilkund and Kumaon	3,257	23,396	487	27,140	47.6	0.02
South Indian	2,09,066	1,39,192	1,937	3,50,195	138.6	0.03
Total	9,88,805	43,19,735	2,14,456	55,22,996	141.2	0.03
CLASS II						
Barsi Light	4,300	6,145	100	10,545	52.0	0.03
Bengal Doonars	75	7,833	118	8,026	50.0	0.03
Bhavnagar State	13,664	12,331	21	26,016	84.7	0.04
Bikaner State	Nil	6,715	131	6,846	8.60	0.01
Darjeeling Himalayan	1,525	Nil	Nil	1,525	10.4	0.00
Dibru Sadiya	Nil	4,756	Nil	4,756	55.3	0.01
Gaekwar's Baroda State	Nil	11,424	82	11,506	17.7	0.02
Gondal	14,103	8,051	95	22,249	146.0	0.05
Jamnagar Dwarka	1,979	3,442	111	5,532	35.2	0.02
Junagad State	5,662	1,483	Nil	7,145	35.9	0.02
Morvi	8,143	1,534	Nil	9,677	73.2	0.03
Mysore	Nil	8,288	Nil	8,288	18.0	0.01
Shahdara (Delhi)-Saharanpur Light	Nil	5,129	242	5,371	58.1	0.03
Total	49,451	77,131	900	127,482	35.6	0.02
†Class III Total	13,603	12,189	225	26,017	22.7	0.01
GRAND TOTAL	10,51,859	44,09,055	2,15,581	56,76,495	131.9	0.03

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

